VOL. LXI
NO. IV

YACHTING

APRIL
1937

Underwood & Underwood

Fog, wind and rain. Rounding Cape Sable, Nova Scotia, in the schooner "Hesperus"

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A Race Around Gotland

ANNOUNCEMENT by the Royal Swedish Yacht Club of a new long distance race reflects growth of the sport in the Baltic Sea. The race, of 270 miles' length, will start and end at Visby, on the historic island of Gotland, and the course will describe a wide sweep around the island. There will be two groups — one rated to the Bermuda rule of 1936, and the other to the Kiel regatta rule — and these main groups will be divided into suitable classes according to the number and variety of entries received. The race promises to be an extremely interesting one — one which should draw keen international competition.

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Southern's Eighty-Eighth Year

The 1937 regatta of the Southern Yacht Club, of New Orleans, which is held on April 3rd, marks the opening of the eighty-eighth year of the second oldest yacht club in America. The first regatta of the club was held August 9th, 1849, and since then, through good times and bad, the club has set the pace for yachting in Southern waters.

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Shelter Island Yacht Club

Another old-timer is the Shelter Island Yacht Club, of Shelter Island Heights, N. Y., which recently completed its fiftieth year and started out with renewed vigor on the second half of its century. The history of the club is interestingly described in a booklet which was distributed at the annual dinner of the club.

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Williamsburgh Y. C. Entertains

A steak dinner at the sixty-sixth anniversary of the Williamsburgh Y. C., of College Point, N. Y., put the 125 members and guests present in an amiable frame of mind for the speaking, dancing and musical events which followed. Among those present were Captain Curtis Hess, master of ceremonies, Commodore Howard Griffiths, Vice Commodore Harry Fischer, Commodore Warren R. Guest, Treasurer H. A. Bach, and Secretary A. D. Clawson.

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Handicap Racing Class Elects

At the annual meeting of the Handicap Yacht Racing Class, the following officers were elected: President Walter S. Sullivan, Secretary Howell C. Perrin, Treasurer Arthur H. Gauss and Committeemen Charles W. Atwater and Earle A. Mitchell.

Yachting Calendar

Sail

April 3 — Regatta, Southern Y. C., New Orleans.
April 7 — Prince of Wales Cup Series, Bermuda, followed by Cubitt Cup Team Races.
April 27–May 3 — Spring Championship, Star Class, Hamilton, Bermuda.
May 1–2 — Essex Y. C. Dinghy Regatta, Class X, Commodore Roosevelt Trophy, Essex, Conn.
May 2 — Indian River Y. C. Sailing Regatta, Rockledge.
May 22–23 — Second Annual Inter-Club Regatta, Fort Worth Boat Club, Eagle Rock Lake, Tex.
May 29–30 — Annual Spring Race, Off Soundings Club, New London, Conn.
June 19 — Stratford Shoal Auxiliary Race, Riverside, Conn.
June 26 — New London to Marblehead Race, Eastern Y. C.
June 26–30 — Noroton Y. C. and Central L. I. Fleet Joint Star Regatta, Noroton, Conn.
June 27 — New London-Gibson Island Race, Gibson Island Yacht Squadron, Md.
June 28 — Eighth Annual Regatta of Interscholastic Y. R. A., Beverly Y. C., Marion, Mass.
June 28 — Zip Class Regatta, Tabor Y. C., Marion, Mass.
June 30–July 6 — Fifth Annual Semana Nautica (Marine Week), Santa Barbara, Calif.
July 7 — 270-Mile Race Around Gotland, Royal Swedish Y. C.
July 11 — Visby-Sandhamn Race, Royal Swedish Y. C.
July 13 — Fire Island Lightship Race, Larchmont Y. C.
July 13–17 — Prince of Wales Cup Races, Yarmouth, N. S.
July 17 — Port Huron Mackinac Race, Detroit.
July 17 — Chicago Mackinac Race, Chicago.
July 17–24 — Larchmont Race Week.
July 19–30 — Cruising Club of America Cruise.
July 19 — Roosevelt Bowl Races, Beverly Y. C., Marion, Mass.
July 23–24 — Fourteenth Annual Regatta, Edgartown Yacht Club, Edgartown, Mass.
July 27–28 — Team Races, 30-Square Metre Class, Sandhamn, Sweden.
July 29–Aug. 1 — The Sandhamn Week, Sandhamn, Sweden.
July 30 — Channel Race, Royal Ocean Racing Club.
July 31 — Start, America's Cup Race Series, Newport, R. I.
Aug. 7 — Fastnet Race, Royal Ocean Racing Club.
Aug. 10, 11, 12 — Inter-Lake Regatta, Put-in-Bay, Ohio.
Aug. 16 — Benodet Race, Royal Ocean Racing Club.
August 22 — International Regatta, Trieste.

Power

April 3–4 — St. Andrews Bay Regatta, Panama City, Fla.
April 3–4 — Motor Boat Regatta, De Land, Fla.
May 9 — Albany-New York Marathon, Outboards and inboards.
May 22 — Trenton-Philadelphia Shuttle Marathon.
May 30 — Free-for-all Race Around Absecon Island, Atlantic City, N. J.
June 26–28 — National Intercollegiate and Interscholastic Championships, Saratoga Springs, N. Y.
July 3–4 — Virginia Gold Cup, Hampton, Va.
July 3–5 — New York State Circuit Regatta, Buffalo, N. Y.
July 4–5 — Trenton, N. J.
July 9–11 — Seneca Lake Regatta, Geneva, N. Y.
July 10–11 — Maryland Yacht Club, Baltimore, Md.
July 16–17 — Havre de Grace, Md.
July 24–25 — Herald Harbor, Md.
July 30–31 — Chestertown, Md.
Aug. 5–7 — Miles River Yacht Club, St. Michael's, Md.
Aug. 7–8 — Boston, Mass.
Aug. 14–16 — National Sweepstakes, Red Bank, N. J.
Aug. 21–22 — Solomon's Island, Md.
September 6 — Gold Cup Races, Detroit, Mich.
Sept. 10–11 — Eastern Championships, Philadelphia, Pa.
Sept. 18–20 — National Outboard Championships, place to be selected.
Sept. 23–26 — President's Cup Regatta, Washington, D. C.

M. Y. R. A. A. Announces Schedule

The Model Yacht Racing Association of America has come out with a schedule of events between April 17th and September 4th which indicates clearly the growing importance of this miniature branch of the sport. The calendar may be obtained by those intending to enter their model yachts by addressing Secretary C. O. Brook, 912 Broadway, Rensselaer, N. Y.

Prince of Wales' Cup Series

With at least twelve contenders for the Prince of Wales' Cup, Bermuda is looking forward to its biggest series of Six-Metre races. Starting April 7th, there will be four races for the Cup, the winning yacht being that which aggregates the greatest number of points. Following this series will come the team races for the Cubitt Cup. At the time of going to press the entry list includes *Marga*, owned by Erik Ahlström, of Finland; three Bermuda "Sixes," *Saga*, *Viking*, and *Achilles;* Harry Morgan's *Indian Scout*, which has been rerigged to accord with the new rule; Bob Meyer's *Mood*, her name changed to *BobKat III;* Billy Luders's *Totem;* Paul Shields's new *Rebel;* Briggs Cunningham's new *Lulu;* John S. Lawrence's *BobKat III*, Ray Hunt's *Silroc*, and the new Herman Whiton *Light Scout*. In addition, Philip Roosevelt may compete with his *Jill*.

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Royal Bermuda Y. C. Elects

At the annual meeting of the Royal Bermuda Y. C. the following officers were reelected: N. B. Dill, commodore; J. E. Pearman, vice commodore; W. D. Wadson, rear commodore, and Bernard Walker, secretary.

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Elections in Gulf Coast Clubs

Four of the six leading yacht clubs on the Gulf of Mexico will be commanded by the same commodores who were in charge last year and, in some instances, for several years. The only breaks in the ranks were at Houston, Texas, and Biloxi, Miss., where new officers were chosen at recent elections.

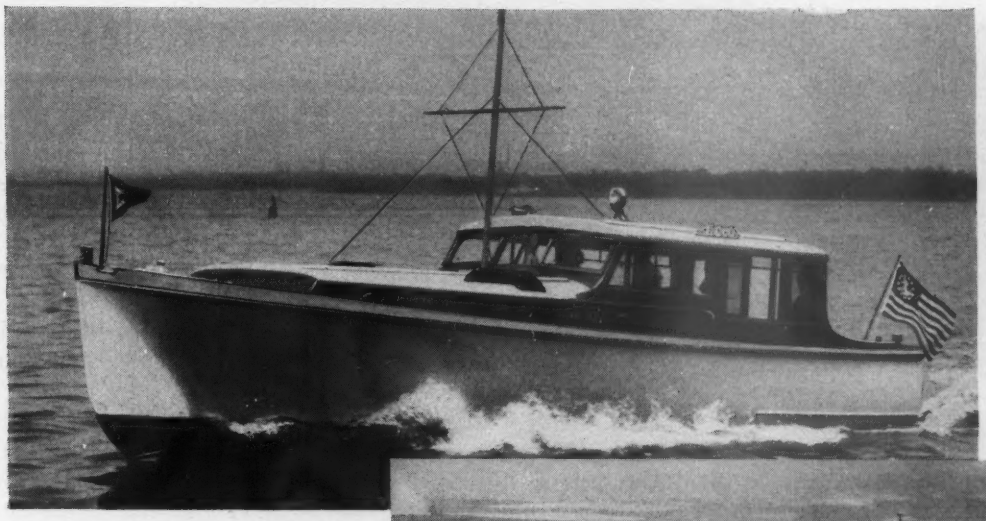
Harry Hilliard heads a new slate of officers at the Houston Y. C. He succeeds J. H. Tallichet as commodore. Hilliard steps up from the position of vice commodore, which post now goes to W. E. Humphreville, one of the best known Gulf Yachting Association skippers. Other officers are George W. Strake, fleet captain; Dr. G. M. Platt, secretary; Lee M. Tomlinson, treasurer; O. I. Rader, measurer; Dr. F. R. Lummins, fleet surgeon; Albert Fay, Herbert W. Curry, George D. Humphreville, Thomas P. Lee, II, G. O. Schulenburg and W. E. Hamilton, board of trustees.

George Stannus, Jr., is the new commodore of the Biloxi Y. C., succeeding F. C. Goodman. With the exception of Wallace Chapman, shifted from vice commodore to the important office of secretary-treasurer, all of the other officers are newcomers. Earl W. Sadler is the vice commodore, Dr. E. L. Bolton, rear commodore; A. F. Dantzler, Jr., Robert H. Pringle, Gaston J. Wiltz, W. L.

(*Continued on page 150*)

Each the perfect Cruiser

FOR A CERTAIN GROUP OF YACHTSMEN



An attractive feature of the Cruisette 41 . . . built-in, full-length berths in the forward cabin. Several optional interior arrangements are offered.

(Above) **Custom Cruisette 41**...*the ultimate in a cruiser the owner can handle himself, but with separate cabin for captain or extra guest. Owner's stateroom and Elco convertible deck cabin sleep 6 to 8. Speeds up to 24 m.p.h.*

(Right) **Custom Cruisette 32**...*the most famous small cruiser in the world. Beautifully* fairlined, *she is modern in appearance . . . handles superbly. Her two cabins sleep 6 to 8, in full-length berths, and her extra-spacious deck cabin and open after cockpit spell cruising comfort.*

FOR the man who wants a cruiser little short of the yacht class in accommodations . . . the Cruisette 41. Her outstanding characteristic is spaciousness, for the extra length and beam (11′ 9″) that make possible a third cabin forward also mean larger, more comfortable cabins, cockpit and decks.

For the man who wants a smaller cruiser without sacrificing comfort and seaworthiness . . . the Cruisette 32. No other boat of her size offers so many big cruiser features, from round bottom hull to Elco's "Vibrationless Power" and Sound-Proofing.

Yachtsmen have been quick to recognize the unique qualifications of these two boats. They appreciate in them both the same sound design . . . the same quality in materials and construction . . . the advantages of the comfort and safety features that Elco has pioneered so successfully. They like these boats, in short, because they were designed to meet certain yachting needs . . . and do so perfectly.

See these and four of Elco's other 1937 models at Port Elco. Or write for illustrated literature. THE ELCO WORKS—Sales and Exhibit: Port Elco, New York—Plant: Bayonne, N. J.

THE ELCO FLEET: Marinette 30, Cruisette 32 (4 models), Cruisette 38 (4 models), Cruisette 41 (4 models), Motor Yacht 48 (2 models), Motor Yacht 53.

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Elco

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Being a Department Designed for Preserving Unusual Tales Spun by Yarners at the End of the Day's Run When Everything Has Been Snugged Down

Around the Cabin Lamp

Not on the Chart

E WERE sitting around the table, yarning about our varied pasts, when someone happened to mention vigias. "Most of them were in the South Seas," he said, "and the 'P.D.' expedition of 1914, cancelled by the war, had been planned to verify some of those doubtful places on the charts."

Whereupon an old timer spoke up. "They're not all that far away," he said. "Some of them are in Block Island Sound."

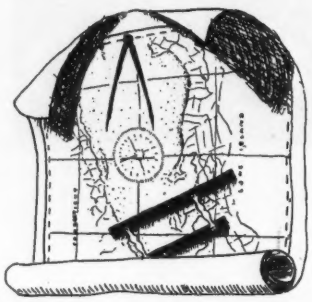
At this the rest of us jeered and he came back with the following yarn:

"Any of you remember the Army-Navy maneuvers of 1902? No? Well I was in 'em, in the old *Aileen*. She was an ex-steam yacht which, at the time of the Spanish War, had been 'convarted and was now ladin' a dacint life,' as Mr. Dooley put it. She was about 135 feet long, armed with a couple of old one-pounders, and could steam about thirteen knots when her bottom was clean and everything in the engine room in good shape. She used to carry a blue flame six feet above the top of her funnel when the blowers were going. She was assigned to the New York Naval Militia after the war and was part of the Navy's fleet that was 'attacking' the forts along the Sound and further east during the joint war game.

"We'd had rather a hectic day, beginning at midnight, when we left Block Island, running 'dark.' Then, about 3:00 a.m., we landed a party on Naushon to put up a range mark for the cruisers to use in the 'attack' on New Bedford that day. (All the buoys were supposed to be sunk.) Then we loafed around Buzzards Bay, landing a party on Naushon to 'cut' telegraph wires, until the time came to join the fleet and lead the port column of ships in, dragging for obstructions supposed to have been put down by the soldiers. These were shown on a chart in the hands of our Navy umpire. There weren't any in the channel into Clark's Cove so we went up behind the fort and had fun with the Army. That was the day that the *Brooklyn* gave her name to a pinnacle rock in the channel. The old 'Three horned devil,' as the Spanish called her, was the deepest draft ship that had ever entered the harbor and she found a rock with a few feet less than her draft over it. Uncharted, of course.

"After the 'glorious battle' we were sent back on our own to Block Island, which the Navy had captured the first night of the 'War'. We steamed down the harbor, picked up our landing party, passed Hen and Chickens and set the course to clear the buoy on the northern end of Block Island. It was a plain spar buoy then, unlighted.

"I had the first watch and the Old Man relieved me for dinner. When I came on the bridge again it was dusk and ahead of us was a fixed white light. He pointed it out to me, gave me the course and went below.



"Now the light on the north end of the island was rather a weak glim and the one ahead somehow didn't look just right. We had made it a little before we should have, it looked too big and bright and it didn't seem quite high enough above the water. Then I remembered that, when the quartermaster had relieved the wheel a little while before, I had found him steering SSW ¾ W instead of WSW ¾ W, the correct course. That, and the queerness of the light ahead, made me send for the Skipper and load my doubts on his broad shoulders.

"'Well,' he said, 'When in doubt, the thing to do is to stop.' So we stopped the engine and got a cross bearing on Gay Head and Beavertail and took a sounding. These showed us that we were well to the south'ard of our course and that we were looking at the big Sou'west Light instead of the light to the north'ard. So we headed to the nor'-west and, when we had run out our time, began to look for that black spar. Finally the Skipper decided that we had run far enough to the north'ard and he headed her west.

"All this had made me fidgety and I kept imagining all sorts of things that could happen, even if it was a fine night though now a bit hazy along the horizon.

"You know how the northern end of Block Island runs out under water to the buoy? A mile or more, I guess." We nodded.

"At last I decided that we must have passed the buoy without seeing it and I started to look for the anchor lights of the fleet and sent one of the signalmen to stand by the Ardois lights so that we could call the flagship and report.

"Suddenly there was a yell from the lookout: 'Breakers ahead!'

"There, down on our port bow, was a neat little sandspit, curving gracefully the way they do and with the ghastly phosphorescence of breakers curling over it. The Skipper yelled 'My God! Three bells! Hard aport!' I rang her astern and we felt the ship tremble as the Chief, knowing that it must be an emergency, slammed her into reverse from full speed ahead. Why the cylinder heads didn't go out through the engine room skylight, we'll never know. We on the bridge gripped the rail so that we wouldn't be thrown down on the deck when she struck, as she must, we thought, any second. We stood there and watched that patch of white water and waited for her bow to rise as she took bottom. It was the longest few seconds I've ever known."

"And then what? What happened when you struck the shoal?"

"They all flipped their tails and went under our bottom."

"What?"

"Uhuh. It was a school of mackerel. After that we ran through a dozen of them. But it was pretty damned real for a few hour-long seconds."

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IN THE WIND

WITH the dramatic salvaging of *Rainbow* by Chandler Hovey and the announcement of her formal re-entrance into the race for Cup defense honors, it becomes apparent that our New York Yacht Club strategists aren't waiting for July 31st to start matching wits with the invading sea lord Sopwith who is violating precedent in bringing a small armada to the conflict. . . . Already the impending pleasantness off Newport has assumed the aspects of a great naval engagement for which the meticulously laid advance plans have involved the recondite movements of fleets, the hysterical diplomacy of foreign offices, the headaches and heartbreaks of admirals. . . . I am not favorably impressed (probably Mr. Vanderbilt won't mind) with the name of his new battle cruiser . . . *Ranger* suggests the open spaces of the west rather than the open sea of the blest. . . . But it also inspires a victory theme song which seems to me almost as good as "Row With Roosevelt," which, you will remember, pulled us out of the Depression.

Home, home on the *Ranger*
Vanderbilt's keeping the Cup,
With *Ranger* there ain't any danger
We'll give that proud trophy up.

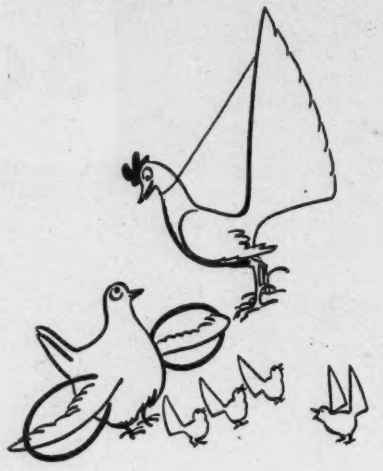
(Don't cheer, boys. The poor devils are trying.)

The world Rearmament Race threatens to overshadow the America's Cup classic.

T. Cairn Rogers, of Toronto, sends me a newspaper photograph of the Imperial Airways hangar in Bermuda showing in the foreground one of the typical, small Bermuda sloops used for hacking purposes. The caption reads, in part: "The sloop in the foreground will carry passengers from the anchorage to their various destinations along the waterfront." . . .

Remarks Mr. Rogers: "The Age of Sail Is Not Past! . . . Imagine a pert debutramp disembarking after a siege of airsickness and then re-embarking for a cruise around Hamilton Harbor in a fifteen-footer. . . . Perhaps we had better recommission the *Mayflower* for the new Transatlantic service."

Next to *Endeavour I*, *Yankee* has always been my favorite "J" and I'm wishing her all luck and success in her competition with her rivals, to whose keels I should like to attach lobster pots.



John L. Cope, of Savannah, submits evidence that the *Savannah Morning News* printed the following in its classified columns:

BOATS, YACHTS, ETC.

We specialize in custom hatching; bring or ship your eggs to Wiehrs Hatchery, 745 East 35th Street, corner Paulsen Street.

And Mr. Cope suggests that Savannah, a city rich in history of the sea, will make more history provided this department COOPerates by canvassing shipyards for a setting of fertile yacht eggs. He guarantees that the newly revived Savannah Yacht Club will see that they are delivered to the proper party. The eggs, he recommends, should be the progeny of a marconi-rigged rooster and a wishboned hen, and adds: "Wire when to expect eggs as incubator getting steam up now."

Yachting World has a column yclept ON the Wind from which I gleaned that the name *Philante*, which Tom Sopwith selected for his new motor cruiser, was coined from combining phonetically the Christian names of Mr. and Mrs. Sopwith — thus: PHIL AN T. . . . She's 263 feet over all, with luxury all over. . . .

After reading Bill Taylor's meticulous yarn about how much gear was to be transferred from *Weetamoe* to *Rainbow*, Bud Smith said he couldn't decide whether the latter should be known as *Weetabow* or *Rainamoe*.

An ultra-charming voice on the telephone inquired as to the date of the America's Cup Race — then:

"Is it to be a series with the winner taking four out of seven?"

"That's it."

"Will they all be sailed on the same day?"

Bermuda, April 1 . . . Your correspondent left the *Queen* for the *Achilles* on arrival and, in the light going, with Commodore Dill at the stick, she walked away from *Saga*, sagacious Kenneth Trimingham commanding. . . . Sherman Hoyt is momentarily expected from Nassau to sail *Indian Scout* when the series gets under way. . . . The duel between him and Eldon Trimingham ought to be delectable. . . . The Bermudians who will own the five boats of the new one-design class have requested that elm instead of oak frames be used in the construction as oak doesn't stand up in the Bermuda clime. . . . The difference in weight to be compensated for in other ways. . . . Two extra spars are to be shipped along with the boats but there are to be only five suits of sails in the bunch at first. . . . Leslie Howarth will be getting his first experience as a racing man. . . . *Mal apropos* of that, he has written me: "Picking up an old copy of YACHTING, I found my name taken in vain in connection with a story about a yachtsman who boasted of having obtained a Master Mariner's Certificate in *six weeks*. . . .

"Telltale goes on to say that he told this to his old friend Les Howarth who promptly said the fellow was two ends and the bight of a bl- - -y liar, as it took him *eleven years* to get *his*. . . .

"Telltale's memory must be as rotten as his cooking. . . . I am not quite so slow on the uptake as he makes out. . . . It was *seven*."

Fred Hoyt makes a handsome gesture toward the Royal Bermuda Yacht Club in the following epistle to the Commodore: "In 1907 I won a cup with my schooner *Amorita*. I now wish to offer this as an incentive for the 'Mujians to trim the Long Island Sounders when they meet in the new International Class. The winner of the first four out of seven races in the Sound and in Bermuda to retain personal possession of the cup."

"The height of her mainmast above the rigging," reports the usually nautically accurate *New York Herald Tribune* of the Finnish Naval vessel *Soumen Joutsen* (*Swan of Finland*) is 178 feet" . . . That sounds like a specification for an America's Cup defender or challenger of A.D. 2037.

In point of personnel the United States Navy now is larger than that of Great Britain . . . Possibly due to the fact that the Limeys, owing to their traditional grub, have a lot of skeleton crews . . .

I've just read an article on "How to Write a Cruise Story" by a fellow who's never written one. . . . First thing you know "Spun Yarn" will be telling me "*How* to Write a Column."

TELLTALE

ON EVERY IMPORTANT OCCASION...

EASTER SUNDAY, NEW YORK CITY

The occasions which bring out America's most socially prominent families *always* bring out more large Packards than any other fine car. This is a striking reflection of the fact revealed by most recent sales figures—that of every 100 large fine cars being sold in America, 44 are Packards.

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★ THE TWELVE ★ THE SUPER • EIGHT ★

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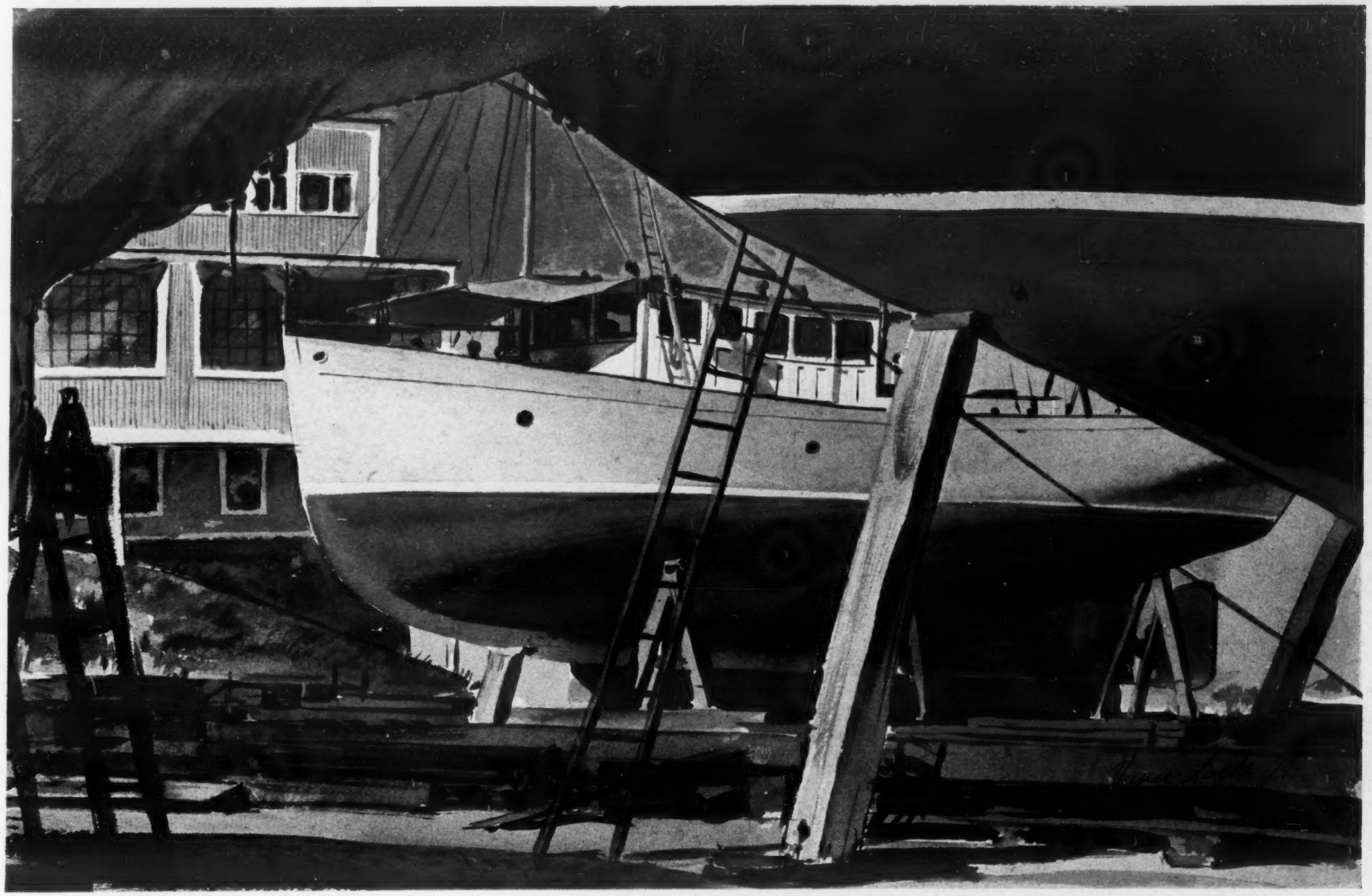


Signs of Spring

In all the yards, yachts have shed their winter coverings and are being prepared for launching

From a painting by Vance Locke, Jr.

YACHTING

Volume LXI APRIL + 1937 Number IV

W. C. Sawyer Photos

"Santana," owned by W. L. Stewart, Jr., took three races in the schooner and ketch class

New Yachts Add Interest to Southern California Regatta

By

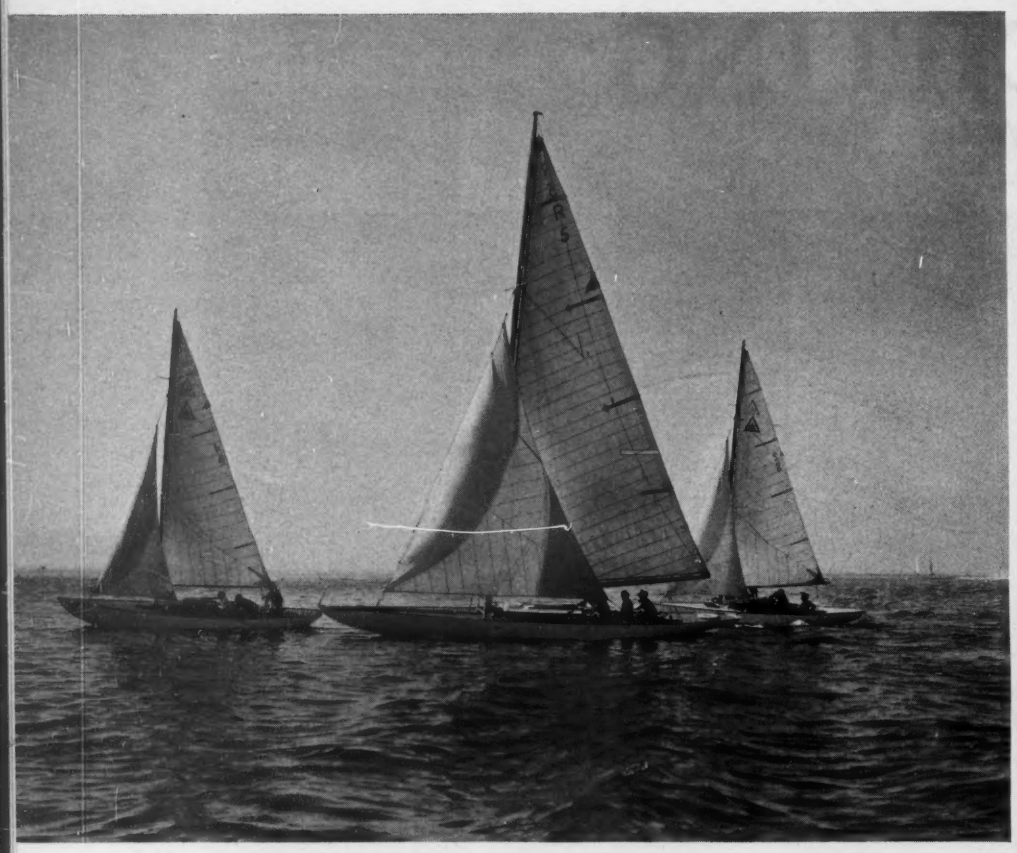
H. B. WARREN

FTER a vicious winter (for California), with sub-freezing temperatures and prolonged rains, enjoyment of the Midwinter Regatta, at Los Angeles, from February 19th to 22nd, was doubled when mild, sunny weather made its appearance and continued throughout the meet. Most of the boats had been laid up for three or four months, so all hands were eager for the fray.

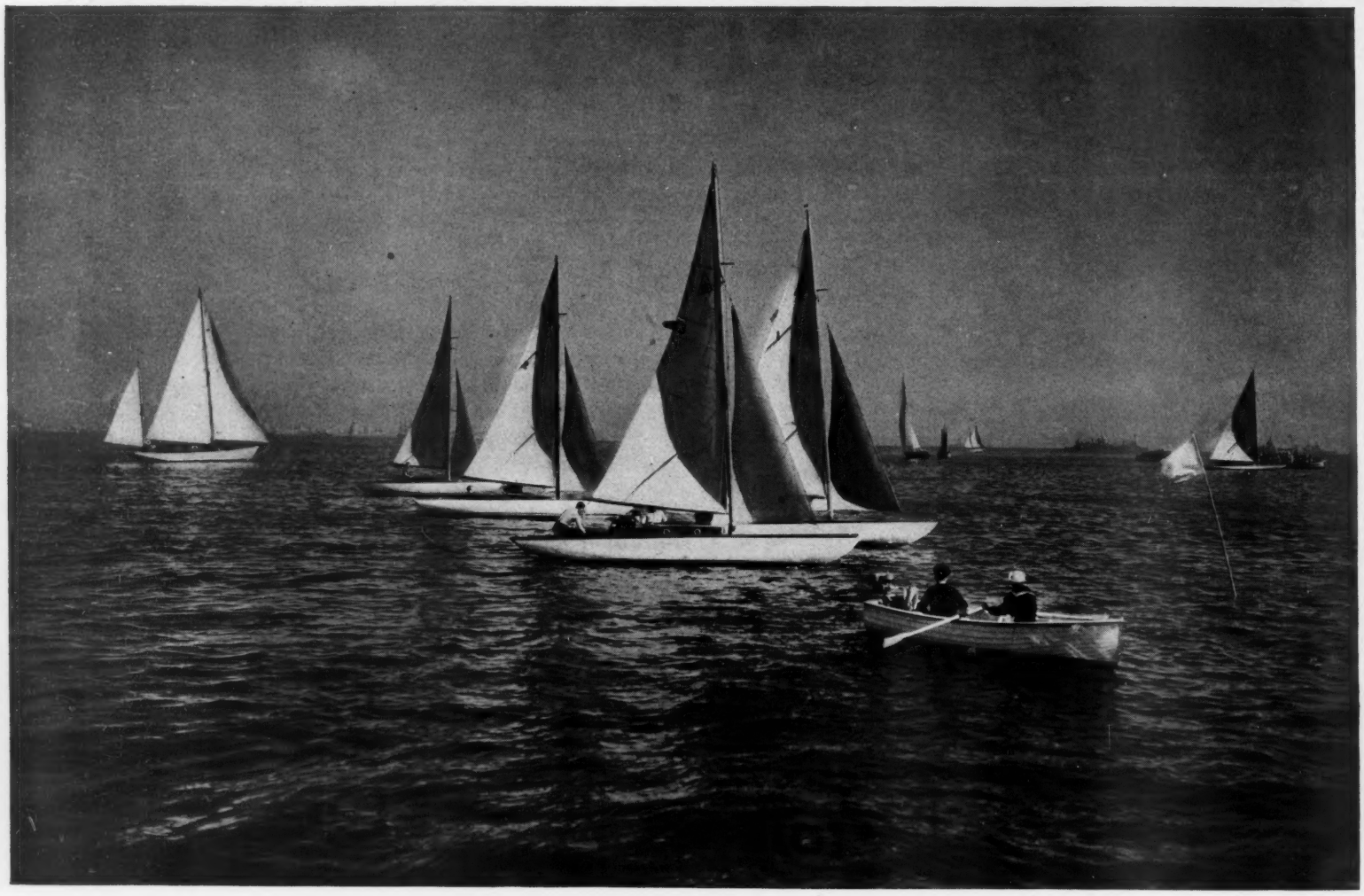
Two brand new Eight-Metres drew interest to that class. So many boats, crowded with rooters, followed the "Eights" that at times they were seriously interfered with, while the other classes were almost unmolested.

The opening day brought a 20-mile westerly that gradually increased to about 25 miles. Raymond Paige captured the start with his new Sparkman & Stephens-designed *Prelude* and held it by a narrow margin over Owen Churchill's *Angelita* and Bill Bartholomae's new *Yucca*, a Potter design, until *Prelude's* jibstays pulled out by the roots. Sailing without a headsail, *Prelude* dropped back to fourth, behind Pierpont Davis's *Santa Maria*. *Angelita* went around the weather mark a good 300 yards ahead of *Yucca*, but the latter's crew cut that lead in half by quick spinnaker work while Churchill's crew took about three minutes for the job. On the run and the two reaches that followed, the two boats sailed as if there were a towline between them. Once the second windward leg started, however, *Yucca* outpointed her husky sister by a good half-point and Bartholomae proved elusive every time Churchill tried to cover. New winches on *Angelita* were slippery and rendered it impossible for her crew to get the last few inches on the Genoa sheet in the now heavy wind. The upshot was a winning lead for *Yucca*. *Prelude* fell too far back to be dangerous to the two leaders but, after the damaged headstays were repaired, she got going in a style that carried her past *Santa Maria* into third position and indicated plenty of competition for the others later.

This was forthcoming the very next day when *Prelude* started to windward and ahead on a long broad reach of six miles. She held a lead of about 50 yards over *Yucca*. On rounding the lower mark, *Prelude* made a rather wide turn. It was possible that Bartholomae might have slipped inside. As this would have been risking disqualification, however, he wisely swung outside, but that spelled the end of the contest. The wind held rather southerly, instead of shifting to the westward as had been expected. This turned what had been



K. L. Carver's "Machree," the only Class R starter, had four sailovers for the Don Lee Trophy. Right, Dr. A. A. Steele's "Stella Maris," the first wishbone rig seen at Los Angeles. Below, the Pacific Inter-Clubs cross the starting line



"Yucca," Commodore W. L. Bartholomae's new "Eight," captured all four races in her class. Below, Raymond Paige's "Prelude," another new Eight-Metre, finished second in the series

intended to be a beat into a long close reach back to the finish line. *Prelude* widened the gap all the way, finishing 3 minutes 17 seconds to the good.

The story of the third race is soon told. It was settled right at the start, when Bartholomae planted *Yucca* on *Prelude's* wind. He kept her safely tucked away there throughout the two rounds of the course. At one time *Prelude* had a hard fight on her hands with *Angelita*, but the latter was not sufficiently close-winded to make the grade. *Yucca* took the winning gun by thirty seconds.

The fourth race was a repetition of the third, with the same light breeze and smooth sea. Again *Yucca* was covering perfectly and again *Prelude* was unable to wriggle clear. Paige was using very light Genoa sheets. When both of them parted, he took a desperate chance that violated Axiom No. 1 of racing in these waters. About halfway to Point Firmin Buoy, which was the weather mark, he took a long offshore hitch that carried him out into the current and ruined his chances of taking second place. *Yucca* and *Angelita* stuck to the slack water near the breakwater, making short tacks, while *Prelude* fell nearly half a mile behind them. *Santa Maria* was a dependable fourth every day. Obviously, she was outclassed; her sails do not compare with those of the others boats and, starting as she did in the ruck every time, she never had a chance.

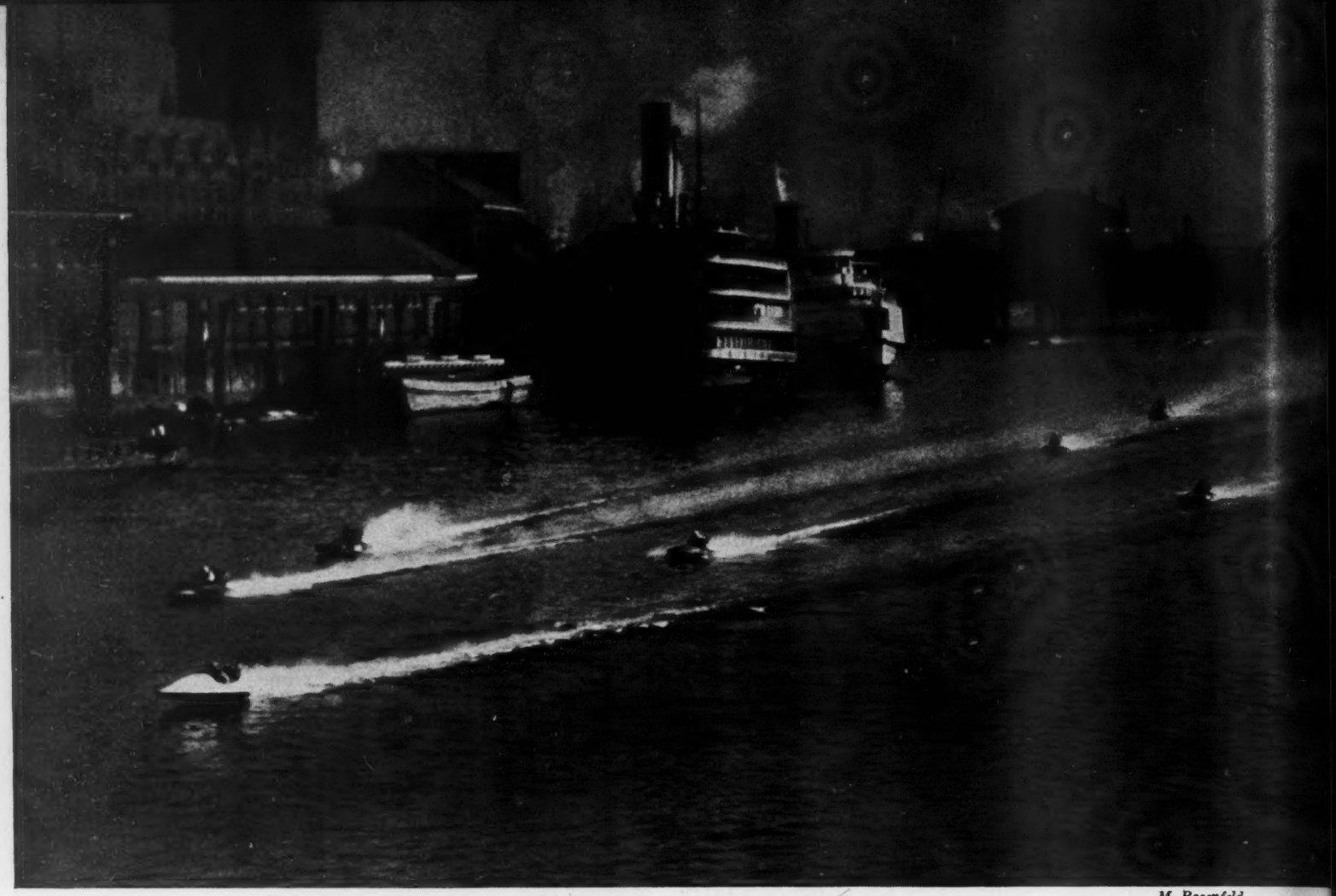
Angelita was outclassed only in light going. In the heavy stuff of the first day, she was a tough customer and, with slightly better sails, may make it hard for the two new "Eights" whenever the breeze has weight to it. The superb handling of *Yucca* gave her her one-sided victory. There is little to choose between her and *Prelude* in any kind of weather. As Paige and his crew gain in experience, yachting fans may lick their chops in expectation of many a hard-fought race between these two.

In the Six-Metre Class, Russ Simmons' *Ayayay* emerged with 18¾ points to 12¼ for Donald Douglas's *Gallant*. Three light wind days out of four were responsible for this, giving *Ayayay* exactly the conditions she was made for. Had young Bill Slater been at the stick of *Lanai*, it is probable that she would have made a strong bid, for he has had her going like a champion all season. But illness kept him away and his father, L. N. Slater, sailed *Lanai*.

On the first day, the powerful *Gallant*, one of the largest "Sixes" ever built, slammed her way to a five-minute win over John Swigart's *Ripples*, with *Ayayay* third and *Lanai* fourth. The fifth boat, Al Rogers' *Synnove*, dropped out after she lost an upper spreader in a mix-up with *Lanai* just after rounding a mark. There was no protest.

The next three days it was all *Ayayay*. It made no difference where she started, she was always from three to five minutes ahead at the finish. Even luck fought for her; the third day it looked as though *Synnove* and *Gallant*, running practically abreast, would surely capture the first two places. Then a big fish boat appeared from nowhere, forcing them to take in their spinnakers and luff far off the course. Simmons, who had seen the fracas coming, altered his course some time in advance. He shot into the lead, which he widened steadily as a three-cornered battle between *Synnove*, *Lanai* and *Gallant* developed and lasted to the finish, where they were timed a

(*Continued on page 150*)



M. Rosenfeld

Marathon Mania

The Race from Albany to New York Is Here Again

By EVERETT B. MORRIS

DEMENTIA outboardiana marathonitis, a contagious and rarely curable malady with which hundreds of Americans are afflicted, is about to become epidemic. The most virulent and acute form of this waterborne disease, the Albany-to-New York race, is scheduled for its annual outbreak on Sunday, May 9th.

On that date the Hudson's wooded shores, its lurking mudflats and debris-ridden currents will be strewn with victims. From the state capital all the way down the river to the metropolis, 135 miles away, the ravages of the disorder will be evident.

Beaches and shoals will be littered with wrecked or disabled boats. Young men and men old enough to know better will be wading or swimming ashore at isolated points and then walking miles to a telephone to report disaster. Engines costing upwards of $400 will be reduced to so much scrap metal. Boats worth nearly half that much will be fit only for kindling after contact with floating logs, tree branches, discarded crates, automobile tires and all the other flotsam that bobs around in the Hudson.

There will be narrow escapes from drowning and serious injury. There will be rides as smooth and uneventful as a trip in the family bus to the railroad station. There will be others as wearisome, as soul-searching as a trip up Pikes Peak in a Model T flivver with a leaky radiator, loose brakes and two cylinders missing.

Between Albany and New York anything can happen to a competitor in the motor boat marathon. Not only can, but does. Ask anyone who has ever tried it. The dismal picture sketched in the preceding paragraphs is accurate.

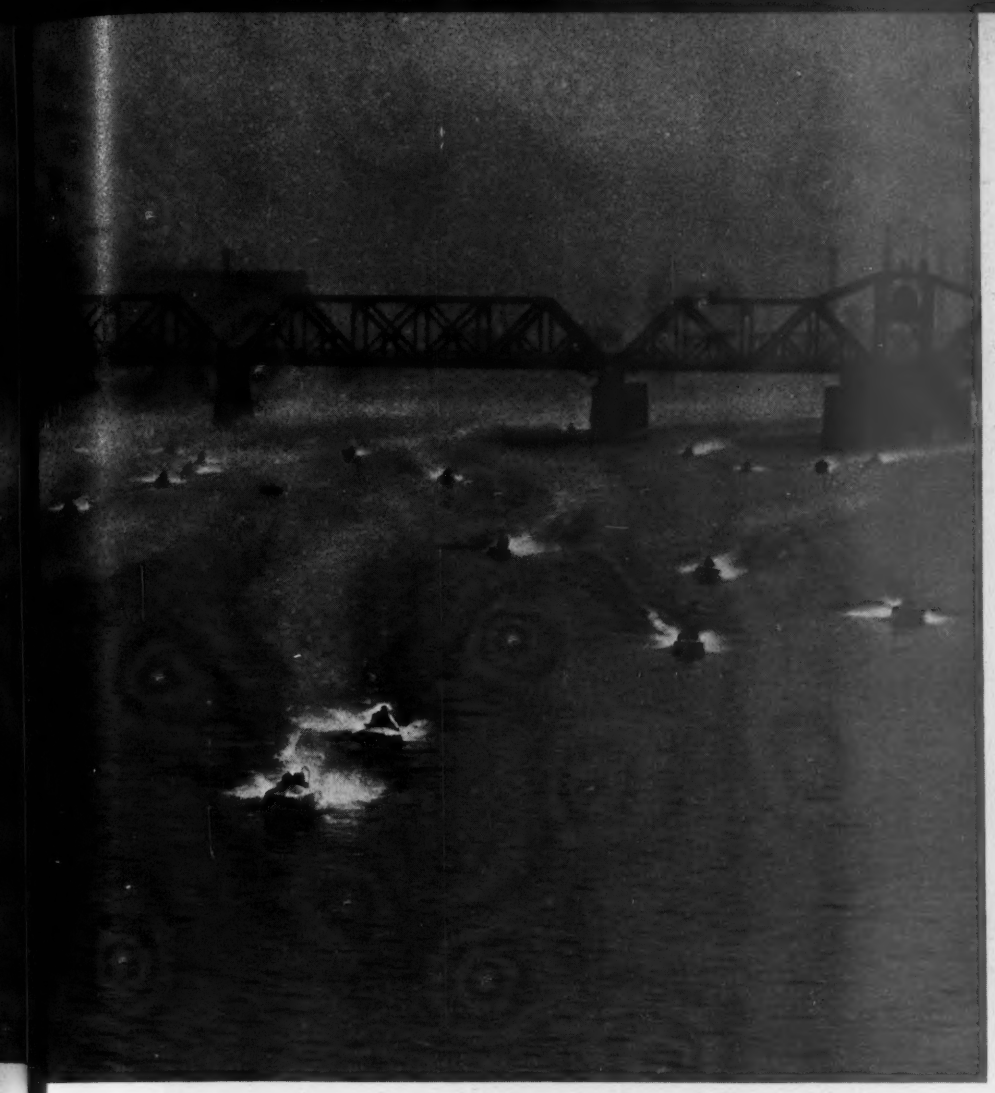
But if you think that either this article or any of the harrowing tales of the river riders will reduce the entry list for the coming race — the tenth since 1928 — then you are crazier than the butchers, garage mechanics, Wall Street clerks, bakers, businessmen, undertakers, school boys, artists, chauffeurs and what not who have become infected with the deadly germ of dementia outboardiana marathonitis.

Once they get this disease, the only cure, if that is indeed a cure, is to embark at Albany in a bouncing wooden slipper and head for the big city. The fact that four out of five of them are destined never to get there and only about half of them ever will reach Poughkeepsie right side up does not deter these intrepid (if that is the proper adjective) souls. Like death and taxes, nothing can be done about them.

Some get the bug and, after one feverish tussle with it, become immunized. Some go through it two or three times before regaining normality. A few become chronic cases. Fred Jacoby, Jr., Ted Roberts, Leon Roger and "Pat" Patterson are among those who have become permanent victims of the affliction.

It has been the same ever since Jack Griffin, an otherwise sound, respected citizen of New York's commercial community, jingled $500 in coin of the realm as an accompaniment to the siren song of a "souped up" motor and lured the first victims to expose themselves to the germ and other perils on two cold, raw week-ends in early April, 1928.

Cannon bang, flags drop, engines whine and howl and the fleet hammers away from Albany just after sun-up. Some of the starters don't get to the first bridge. Some get within sight of the finish before Fate crooks its finger and plucks



Not long after sunrise, the starting gun bangs and the fleet roars away from Albany to battle the Hudson over the 135 miles to the finish

them out of the race. The fast drivers, the fortunate drivers, the drivers who are gluttons for punishment reach their destination in varying states of physical and mental exhaustion. Some have been on the way three and a half hours. Some have taken eight to reach their goal. But nearly all of them are soaked to the skin with spray, deafened by the motor's roar, and bruised, shaken and stiff from squatting or kneeling for miles on end in the cramped cockpit of a tiny outboard hull.

For the early arrivals there are prizes, newspaper interviews, photographs and perhaps fleeting fame in the newsreels. For the late comer there is sympathy and the satisfaction of knowing that he has licked the river even if he did take quite a beating himself in the process.

Meanwhile, on the clubhouse bulletin board, alongside the names of other starters, a telephone clerk makes such notations as:

"Turned over at Tivoli."

"Out at Staatsburg; gas tank adrift."

"Lower unit gone at Castleton."

"Bottom out of boat at Coxsackie."

"Struck log at Hyde Park, turned over."

"Lost propeller at Malden."

"Boat broke up, sank at New Baltimore."

Behind each of these laconic statements is a story of tragic disappointment, sometimes of hardship or of a close call from catastrophe. But in all the years this grueling race has been run there has not been a fatality or a serious injury. This is nothing short of remarkable when you consider that 864 boats of all types, outboards, runabouts, inboard hydroplanes, have started in the nine years and that only 320 have reached the finish line. The average is brought up, of course, by the larger, heavier and more stable inboard craft that have participated in all but three of the races. The outboards, for which the event was conceived and in which most of the interest centers, have a higher mortality rate. In the last three years, only 21 per cent of the outboard-powered hulls have come through.

Then what is it, you ask, that brings out so many starters year after year? There are any number of possible answers. Prize money, publicity, devotion to the sport. They are factors, undoubtedly, but perhaps the underlying reason for most of the entries is a desire to accept the river's challenge. This writer has heard more than one battered contestant mutter: "I'll beat that damned river yet!"

The Hudson marathon is the longest and toughest motor boat race in the world and the oldest outboard event of its kind. None other has attracted such newspaper and magazine attention, none other has so captured the imagination and interest of the general public and the motor boating fraternity. Hendrik Hudson's waterway can be as serene, as benign as a mellowed old monk. It can kick up like an untamed broncho. Its winding course, hidden shoals and broad bays frequently present unexpected problems in piloting and boat handling. The 135 miles between start and finish provide a most searching test for hull, engine and human durability.

So, year after year, the outboard clans gather at the Albany Yacht Club hard by the railroad yards and the Night Line pier. There are youngsters in their early teens and men old enough to be their grandfathers. They come from all walks of life, from all parts of the country, to take a whack at the river. Some of them are the rankest novices at outboard racing. Many are veterans of dozens of five-mile races. But the Hudson treats them all alike. It has no pity for inexperienced youth nor is it awed by glowing racing reputations of the headliners.

No outboard driver ever has won the marathon twice. Victory has crowned the efforts of novices and of seasoned, hard-bitten veterans. Anyone who can stay in a boat, keep his engine running somewhere near peak efficiency and keep going downstream is likely to win — if he has more than his share of good luck. All the costly equipment, meticulous preparation, mechanical genius and driving skill in the world won't do you any good if the residents of Olympus do not deign to smile on you.

A stick of wood caught in the propeller, a bit of rag sucked up in the water intake, the wake of a ferry boat will undo the work of weeks. Thorough grooming of hull and motor will avail nothing if a half-submerged fruit crate tangles with the lower unit.

J. T. Milliken, of St. Louis, was within a mile or so of the finish in 1930 when his engine "froze." He was so far ahead of the field that it was half an hour before the eventual winner passed him. Milliken had a fast, perfectly-tuned motor. His boat was painstakingly equipped. He was a good driver with plenty of experience. Then what beat him? The finger of a rubber glove drawn up into the water intake clogged the cooling system, the high "revving" engine quickly overheated and that was that.

A year ago Gar Wood, Jr., a worthy heir to his father's speed boat throne, was in front of the pack with less than two miles to go. His engine was singing a song sweet to the ears of an outboard expert. The sun was shining, the water was smooth and the race was, to all intents and purposes, in the bag. Then suddenly young Mr. Wood's roseate dreams of an Albany race victory were shattered. Bango! And Garfield Arthur Wood, Jr., was taking an entirely unpremeditated swim in the Hudson. A piece of driftwood meeting

(*Continued on page 140*)

Charles Trefts

This placid stretch of water invites the onlooker to cruise, sail or fish

Amphibian Revival

Part II—Some Reflections on the Future Development of the Waters of the Interior

By FREDERIC M. GARDINER

IF YOU will let your imagination run riot for a moment, and conceive of the United States, or the North American Continent, if you want more room, not as a large body of land studded with lakes and traversed by rivers and scratched here and there by canals, but as a large *body of water* with a lot of land sticking up through it, you will, I think, get an unusual perspective of the host of opportunities which exist for the sport of yachting in localities remote from what is popularly considered the yachtsman's playground. A sort of airplane view which leaves you with the conviction that there are few parts of the land which are not accessible to some body of water where a yachting enthusiast can indulge his enthusiasm.

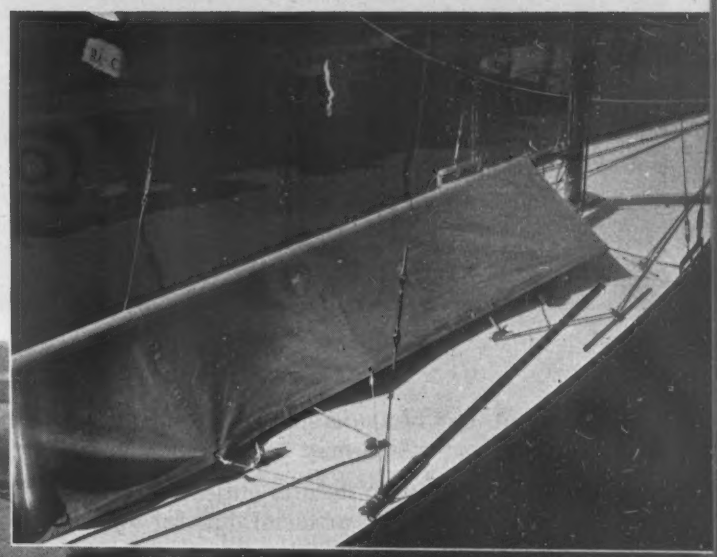
Nor does such a conception seem far fetched when, during a period of flood, the land disappears under a swirl of water, or when, through the construction of a dam, a great lake is born, spreading its mirrored surface over what were, but a moment before, fields and forests and, perhaps, even recently inhabited towns!

In Part I, I have already touched on the influence of these dams on the subject of our discussion; and I have mentioned such monster artificial lakes as Lake Mead and the Lake of the Ozarks. It may astonish some but it is a fact that there are in the United States, today, nearly three hundred dams over one hundred feet in height (summer 1936, 276; with more under construction) with good sized lakes impounded behind them; and these figures do not include the thousands of dams of less imposing dimensions, scattered all over the country.

The significant point in this connection is not so much the number or the size of the dams already in existence, but the great number which it is evident are still to be built. The potentialities beggar the imagination! The influences behind the propagation of dam projects — the need for power, for irrigation, for flood control, etc. — are insistent and powerful and promise the continuance of dam construction for an indefinite period.

Paint into this picture the tremendous number of natural lakes, as distinct from artificial lakes, to say nothing of rivers and their tributaries (these are static in number and therefore not, perhaps, as exciting as the possibilities outlined above), and we have a canvas to whet the appetite of anyone interested in yachting, no matter where he may live.

In short, the waters are there; they are increasing in number; and, in large majority, they are open for use. Many of them are already in use although, so far as I can discover, not one of them has had its possibilities exhausted; there are a great many more which are practically untouched. It is our intention here to suggest to those who have a "yen" for yachting, but no practical experience, methods for satisfying that yearning which are as simple, direct and painless as possible. To do so, let us examine the types of waterway



A fleet of sailing craft well fitted for use on lakes and rivers. In the group are Stars, Comets, Snipes and cats. Right, a tent over the cockpit makes it possible to "sleep dry" even if quarters are cramped. Below, these waters should be filled with boats! Three rivers, Nianqua, Osage and Grand Glaize, which are impounded behind a dam, go to make up the Lake of the Ozarks

Charles Trefts

Union Pacific Railroad

An invitation to yachtsmen — the broad reaches of Lake Mead, Nevada

that may be available. These fall naturally into three major divisions which may be described as:

1. Waters with natural outlets; *e.g.* rivers
2. Waters with artificial outlets; *e.g.* lakes connected with rivers, etc., by locks and canals
3. Completely landlocked waters; lakes etc., without navigable outlets.

These classifications are important because the character of the body of water vitally affects the type of yachting which can be comfortably enjoyed. There is the famous case of an excited Secretary of the Navy who ordered a battleship, much to the consternation of the Bureau of Operations, to attend certain ceremonies at Salt Lake City! Again, while you can have a lot of fun racing sail boats on a lake a few miles long but without a navigable outlet, a 50-foot cruiser would look, and would prove to be, somewhat out of place; whereas cruising may be a perfectly reasonable sport on navigable rivers, on canals, and on lakes with navigable outlets. Here enters, also, the question of size and, to an extent, of contour. Lakes such as Mead, Ozark, Devil's (North Dakota), Martin (Alabama), with extended shore lines and arms in all directions, lend themselves *per se*, to cruises; and even Lake Winnipesaukee, while not very long (about twenty miles), has so many bays, and inlets, and twists and turns, that cruising yachts are used there every season.

Of the other limiting characteristics, the two most important are depth of water and the topography of the land immediately adjacent. Motor vessels of the size indigenous to restricted waters are normally shoal draft to begin with and, consequently, present no problem in this respect. But when it comes to sailing craft, the choice between keel and centerboard is often debatable. A centerboard boat has one advantage for yachting of the type we are discussing, which does not, perhaps, occur to the average individual. That is the convenience with which, if the yacht is of moderate proportions, one can run her bow up on the beach and do away with the necessity and bother of towing a tender. There are, however, a number of factors influencing the decision between keel and centerboard, which we shall examine further when we touch on individual types of yachts.

Topography, again, has little effect on the problem of the motor boatman. But lakes, or other bodies of water, where high hills or other obstructions (tall buildings sometimes present the difficulty) seriously affect the wind currents, may make the sport of sailing, as distinct from that of motor boating, a little adventurous. Such a lake as one sailing enthusiast described to me (he sails there, despite the conditions), where "The squalls sometimes jump right down the mast and hit a guy in the back of the neck!" would seem to be more comfortable for motor boating than for sailing.

Such a condition is, of course, extreme. There are all degrees of wind conditions, but it is significant that there are a number of lakes and rivers where sailing is prevalent today which, in the past, were almost devoid of sail, owing to an exaggerated idea of the dangers or to the consistently fickle character of the winds.

In connection with the foregoing rather general considerations, and before we proceed to a more detailed examination of the problems, the experience of the Queen City Yacht Club, on the Ohio River at Cincinnati (mentioned in Part I), is of particular interest; for here is a yacht club which for years had sponsored motor boat races and kindred sports, but had not, until last year, considered its waters suitable for sailboat racing. As they put it: "the general opinion was that there was not enough water and the airs were not sufficient for sailing." The sailing record for the season of 1936 is sufficient evidence (59 sail competed in the last race) that

Union Pacific Railroad

The catch of a two-hour fishing period amid the scenic beauty of Jackson Lake, Wyoming

"the general opinion" had been all wet. In short, they found that by using shoal draft boats, of an easily propelled type, sailing could be indulged in to advantage. As an indication of boats which may be used under comparable conditions, the fleet consisted for the most part of sailing canoes, sailing kayaks, Snipes, and Suicide Class boats. Sail areas ranged from less than 60 to about 150 square feet and drafts ran from a little over zero to about 7 inches (board up). They had, apparently, no topographical difficulties, as they say that the "hill ranges are kind to the stretch of water at the yacht club, the nearest range being three miles away —" This indicates that, if the hills around your lake or river are not closer than three miles, you have nothing to worry about in this respect!

Not long ago I was reading a copy of YACHTING, when a total stranger came over and sat beside me.

"I see that you read YACHTING," he began. I told him I never missed a month!

"Well," he said, "I live out in — (some place in the Middle West) and I want to get a boat. What do you think is the best kind of boat for me to get?"

That, you will confess, was a poser! I mean, after all, even if I were selling a stock boat I'd hesitate to recommend one without more information at hand. So I began to ask him questions and I think the best way to get at the further details of this discussion, is to ask those same questions, and to try to answer them.

First of all, assuming for our purposes that you live too far from tidewater and the Great Lakes to make convenient use of them, I would want to know on what body of water you intend to use your boat. There may be a good sized lake or river close at hand, or only a mud puddle. If the latter, and transportation is not a serious problem to you, I would suggest that you go a little farther and get more room.

Having selected the body of water, I would next ask what it is like. Is it in flat country or surrounded by steep hills; is it landlocked or has it a navigable outlet; is the outlet through locks, locks and canals or what; is it shoal or deep and what is its general depth? While most bodies of water are legally available for yachting, there are some which are used as reservoirs which may be restricted. It is important to know what, if any, are the legal restrictions. For example, there is a lake in New Hampshire (used as a water supply) where boating is allowed, but if you should fall overboard you are liable to a fine of $50.00! The cows on the farms which line the shore, on the other hand, are allowed to disport themselves at will; wade, drink, or wallow.

With those questions answered, I would at least have an idea of what sort of boats would fit into the picture. We would be in a position to discuss what type of boat would best suit your needs and desires. And you must next tell me whether you want sail or power; whether you want to cruise (provided the location is suitable) or run around on the lake or fish or race or go sailing, or a combination of all.

If you are a power boat enthusiast, two problems which face the sailor are immediately eliminated, draft and topography, for reasons already intimated. Your choice would lie between the cruiser type, the speed boat, the day boat (*i.e.* an open boat of good beam and moderate speed), and the racer. It is impossible here to discuss all the different models on the market. There are a number of excellent stock models in all of the first three classes, and your best method of approach to these, if it is not convenient to go and see the boats themselves, is to read the advertisements and accumulate a good supply of literature. Even if you are interested in buying a second hand motor boat, the study of such literature will be to your advantage, as it will familiarize you with the

(*Continued on page 154*)

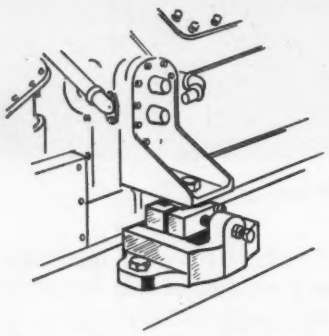
Making Your Boat More Enjoyable

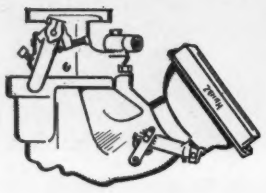
Some Thoughts on New Equipment for Fitting Out Time

By RUFUS G. SMITH

WHETHER you do your own fitting out or leave the job entirely in the hands of a yard, about this time of year you'll be doing quite a bit of thinking about possible ways of making your boat more attractive and convenient. Of course, if you're one of the old die-hards, you'll probably stick to the notion that what was good enough when the old hooker was built is good enough today, but your summer afloat will not be nearly as enjoyable as it might be.

There are countless ways in which practically every boat can be made more convenient, more efficient and easier to handle. If your boat is a power driven craft, the engine can undoubtedly be made more efficient and safe by some changes in the accessories. If you sail or race, new equipment providing easier handling may save many seconds every time you tack. As for comfort when living aboard, cruising, or just week-ending afloat, many of the modern conveniences of life ashore have their floating counterparts, which may add many times their cost to the enjoyment of your boat.





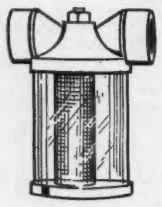
A carburetor with flame arrester. Left, a new engine aligner which facilitates adjustment in either plane

Not all of this equipment involves changes which have to be made during fitting out time but the surest way to get things done is to do them, and it's a lot easier and cheaper to do the job when the boat is out of commission and in the yard with carpenters and mechanics right at hand. And there is no greater satisfaction than starting the season with every item of equipment aboard and in its place.

When the boat is out of commission is the logical time to overhaul the engine. This usually means removing it from its bed, disconnecting it from the propeller shaft, etc. Often, regardless of how carefully the job has been handled, it won't line up with the shaft when replaced on the old bed and shims. The cause is a warping or bending of the hull or frames. Again, an engine may be perfectly in line at launching yet be considerably out of line a short time later, all of which raises a peck of trouble.

Wilcox, Crittenden have just announced a new engine aligner which seems to be a lot easier and more permanent than the old method of loosening the holding down bolts and shifting the engine with bar and shims. The regular engine brackets are used with this aligner which merely replaces the holding down bolts. The bracket rides on a special bronze bolt which provides adjustment in the vertical plane and is set in a rider which can be adjusted from side to side. The base plate bolts into the engine bed. Thus, this aligner makes it possible to raise or lower any corner of the engine, or to move it sidewise simply by turning a nut or a screw. In new installations, the height of the aligner can easily be provided for; in old, an equivalent section of the bed must be removed.

In examining the condition of your engine you may find that the water jackets have become pretty well corroded and possibly clogged with scale, sand or mud picked up in shoal water running. A closed system of fresh water cooling is the ideal solution to this problem but in engines already used the cost is not always justified. The Columbian Bronze Corporation, however, have an inexpensive new water strainer which has proved useful in keeping foreign particles out of the water system. It won't turn salt water to fresh to solve the corrosion problem, but the double cylinder of bronze screen wire prevents all but the finest silt from getting through to the engine. The strainer is encased in heat-tempered glass and is large enough not to restrict the flow of water. Loosening a single bolt opens up the strainer for cleaning. The idea, of course, is to place it between the intake scoop and the water pump. This strainer is made in two sizes to cover the requirements of a large range of engines.

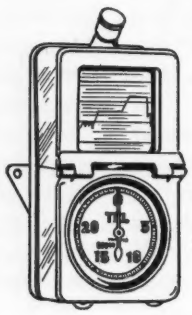


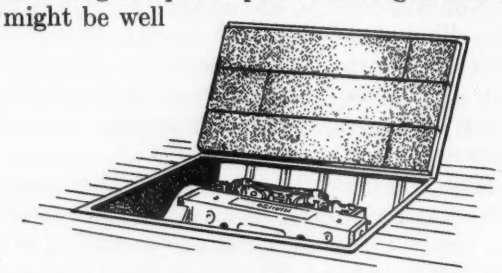
A strainer for the engine cooling water

How did your carburetor perform on the last few trips last season? In tuning up your engine, you may find that it needs adjusting. Most of them stand up well enough to keep out of the junk heap for a good many years but a new carburetor, with jets calibrated for your particular motor, will undoubtedly improve performance and might well cut down fuel bills enough to pay for itself in a comparatively short time. The new Stromberg and the new Zenith carburetors are made to take a backfire flame arrester, one of the most useful safety items ever devised. You need one on your boat and it's worth putting on a whole new carburetor to get it, if necessary.

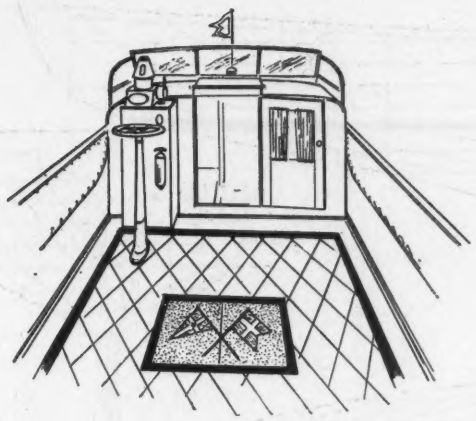
If you are a bit of a "nut" on engine efficiency and like to keep a precise record of how long and at what speeds your engine has operated, you'll be interested in the new Hassler Recording Tachometer. This instrument, made in Switzerland, has been widely used in Europe and by air lines and bus companies in this country. The model sketched here performs three separate functions. First, it indicates the revolutions per minute, like any conventional indicating tachometer. Second, by means of a chronometric speed measuring mechanism, it totals and records the hours and minutes of running time just as an automobile speedometer registers total mileage run. Third, it furnishes a graphic chart of the various engine speeds and the number of hours and minutes run at each speed. A smaller model, which omits the chart, is also available as well as a larger one which records the exact hour and minute of each change of engine speed.

Before dismissing the power plant and engine room completely, it might be well

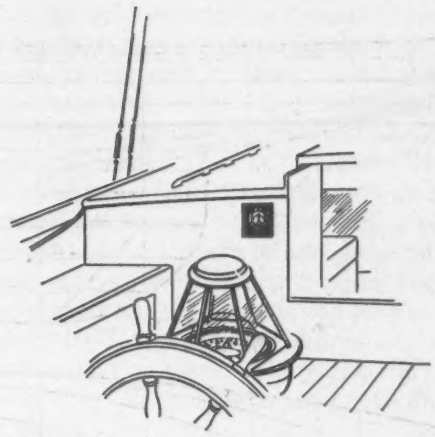




Sound absorbing material under hatches and floors, and on bulkheads. Left, a new recording tachometer which may be found useful



Right, the Telemagnetic compass. This device makes steering easier, particularly at night

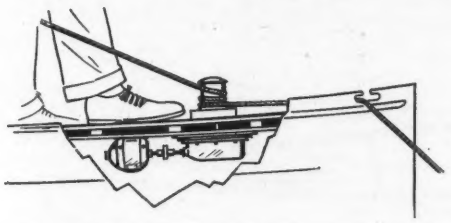


Left, cork provides a durable floor covering, with permanent finish, to meet individual needs

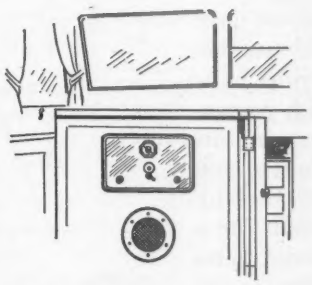
to consider doing something about the sound and vibration emanating from them. Practically all the new boats are using sound insulation material, either with or without rubber mountings and vibration dampeners on the engine. The latter do away with vibration at its source and are essential to a really thorough job but sometimes are difficult to install. Sound absorbing material alone, however, can help a lot, especially on comparatively small boats and auxiliaries where the engine is in close proximity to the persons aboard and bulkheads are comparatively thin. Marine Cork, which actually absorbs the sound waves that reach it and is not damaged by water or dampness, is one of the best all 'round sound insulating materials. It is also easy to work and apply to the under side of floors, back of bulkheads, etc.

A radio probably would not be a new item on many boats but we'll venture to say that there's many a boat on which a really satisfactory radio would be not only new but welcome. The new Bludworth four-band receiver is designed especially for yacht use, with the shortcomings of the ordinary auto sets, often drafted into marine service, completely overcome. The set and speaker are entirely enclosed in anodized cast aluminum waterproof cases with watertight gaskets on all control rods and connections entering the set. These are the same as the case used on the Bludworth Direction Finder, many of which have been installed on deck. The four bands encompassed include everything from the long wave time signals (Arlington), and the worth while aeronautical weather reports (not forecasts) which enable you to plot your own weather map, to the regular and short wave broadcast bands. The acoustic system of the speaker is designed for bulkhead mounting and it can be installed either directly alongside of or at some distance from the receiver. This set may be operated on 6, 12, 24, 32 or 110 volts.

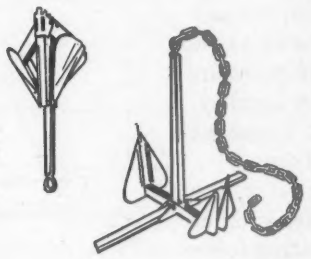
With the length of the boating season constantly increasing, and more and more boats coming out early and staying in the water late, cabin stoves are becoming popular. The one sketched here is trimmed with polished brass, has soapstone walls and a wrought iron grate. The draft door can be set in four different positions to make either a fireplace or a stove. It requires less than a square foot of floor space and burns briquettes or stove coal.



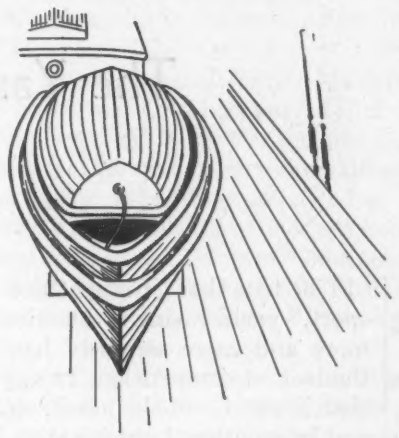
Above, a small electric windlass is very helpful. Right, the Northill light weight anchor



Above, a four-band radio receiver which is designed and built especially for marine use



Above decks as well as below there are many ways of modernizing. Take the cockpit floor, for instance; linoleum or some similar material has long been the standby in the large open cockpits of power cruisers. It usually wears well but its color fades and it has a tendency to shrink when exposed to the elements. Several of the stock cruiser builders, including Wheeler and Matthews, have recently changed to cork flooring. This material comes in several different tones of brown and can be cut to any desired shape to make

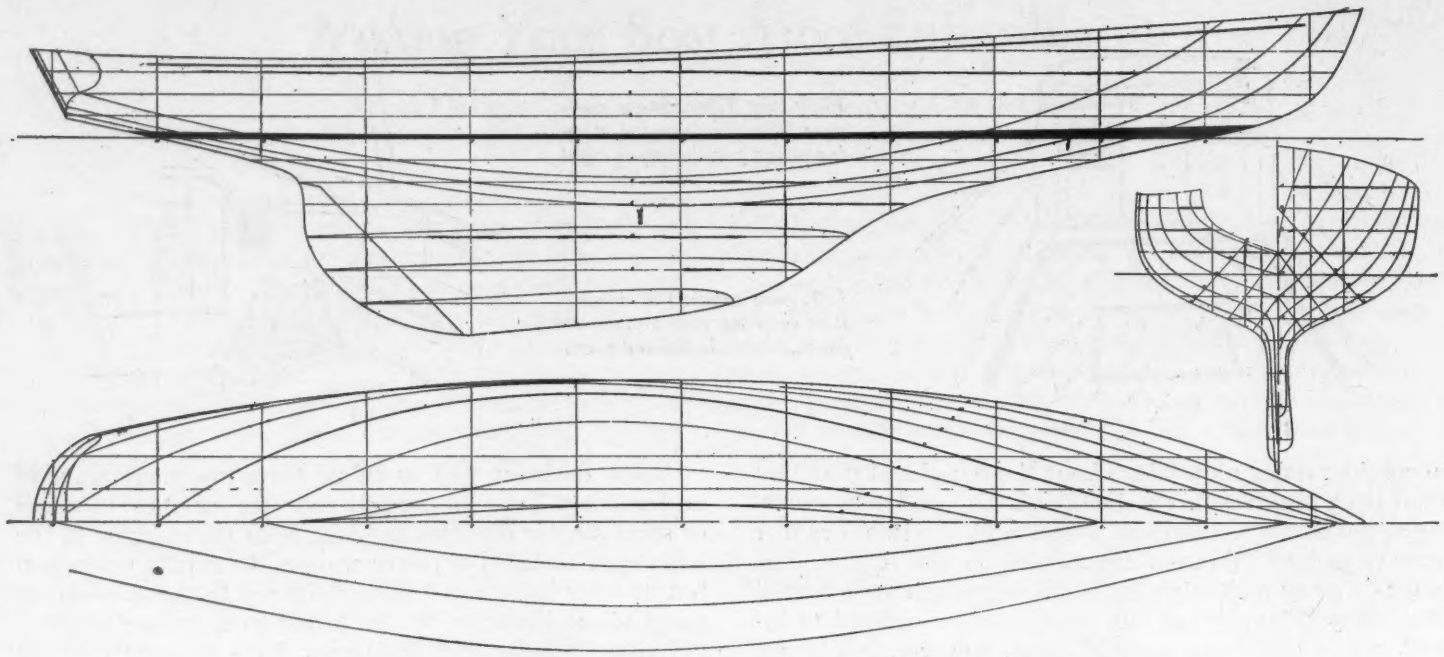


Three tenders which nest together, stowed in the space ordinarily taken by one

individual patterns. The permanent finish penetrates the cork for a depth of eleven millimeters and preserves a uniform sheen for many years. Cork will not shrink, it is not slippery even when wet and it has a certain warmth and resiliency not found in other floor coverings.

Among the many things which have recently been developed to make handling and navigation easier, is the West Telemagnetic Compass. The idea behind this instrument is to provide something to steer by that is easier to follow than the conventional compass card with all its swaying marks, especially at night when the helmsman often becomes bleary-eyed and finds himself keeping the wrong point on the lubber line. The Telemagnetic Compass consists of two units: one, a specially constructed spherical magnetic compass; the other, an electric meter, used as a right-and-left-reading steering indicator and connected to the compass by a two-conductor electric cable. The compass is mounted rotatably in the gimbal rings so that the bowl may be turned to any course to be steered. If the boat's head is exactly on that course, the indicator hand will be on zero (in the vertical position); if not, it will indicate relatively how

(*Continued on page 158*)



This design, No. 22, seems to the author the most promising. She is 30′ 6″ over all, 24′ 0″ l.w.l., 6′ 6″ beam and 4′ 6″ draft. Her displacement is 4670 lbs.

The Yankee One-Design Class

By

W. STARLING BURGESS

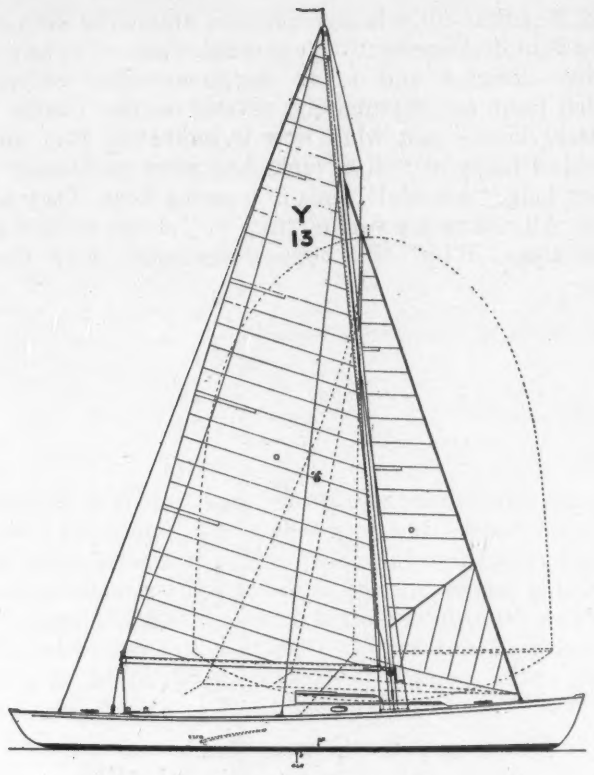
IF IT be true that "Competition is the life of sport," yacht racing in America is becoming more and more seriously handicapped by the lack of competition. In any other sport that is worthy of the name, state, national, and international organization has brought about not only a uniformity of rules but a uniformity of the implements of sport to the end that a competitor who has attained local success may aspire to higher and wider fields of endeavor. This not only results in greater satisfaction to the more conscientious and talented competitor, but greatly benefits the sport itself by providing the impetus which spurs the beginners to higher goals.

In so far as racing and sailing rules are concerned, we have had for some years, thanks to the Y. R. A., a quite satisfactory state of affairs. But the various measurement rules have failed to provide uniformity of boats or to establish permanent popular classes. Like many another problem in this country today, if you are poor enough, or rich enough, you needn't worry. But if you happen to be neither healthy enough nor young enough nor poor enough to "take it" in a Star or a Brutal Beast, nor plutocratic enough to build to an open class every year, yacht racing is a tough game.

In no other sport is a man's progress so limited by the size of his purse. If he can afford a Six-Metre, an "R" or a 30-Square-Metre — boats forty feet or so over all and costing $5,000 or more to build, he is assured of good, though spotty competition. I say "spotty" because none of these classes has attained "national security," and their popularity varies from year to year and from locality to locality. 30-Square-Metres, for instance, happen to be in vogue at Marblehead this year, "Sixes" here, and "Rs" there.

But if a man cannot afford to build to an open class, the outlook is discouraging, for we find that in the next smaller classification — boats 30 feet or so over all and costing from $2,000 to $2,500 — represented under the Big Three rules by "T" boats, Y.R.A. 23-footers, Five-Metres, 22-Square-Metres, etc., only half a dozen boats have been built in this country in as many years. There is the choice of making a doubtful investment in an old class or of bringing in foreign boats — which isn't quite cricket with most yachtsmen. The Universal, International, and Square-Metre Rules,

The sail plan of design No. 22



The sail area of No. 13 is 316 sq. ft.

then, have failed to establish permanent classes of small boats, and it is an astounding fact, which cannot be attributed entirely to the prospects of the Yankee Class, that there are few, if any, boats building this winter to any one-design class of this size.

This unfortunate condition results not from inherent faults in the rules but rather from the confusion of having so many good rules at the same time.

But, rules or no rules — which should affect only open classes — there will always be the need of one-design classes for those who are more interested in competition than design as well as for those who cannot afford being outbuilt.

That the one-design field extends up to and beyond the $2000 price class has been amply proved by the great number of such classes, racing and cruising, that have been launched in recent years. Our harbors (and beaches) are full of them. In New England there are "Triangles" at Gloucester; "M-Bs" at Marblehead; "17s" at Cohasset; "15s" at Marion; "Ss" in Buzzards Bay; "Interclubs" at Edgartown, and "Seniors" at Wianno — all providing nothing but local competition. The Southern Massachusetts Yacht Racing Association cannot find a single modern fleet with six well-found boats in it with which to hold intersectional races. If they take "15s", the Marconi sailors don't know how to hoist a gaff — or vice versa. If they use "S" boats, the Wianno Champs don't know how to put a rope around a winch. And so it goes.

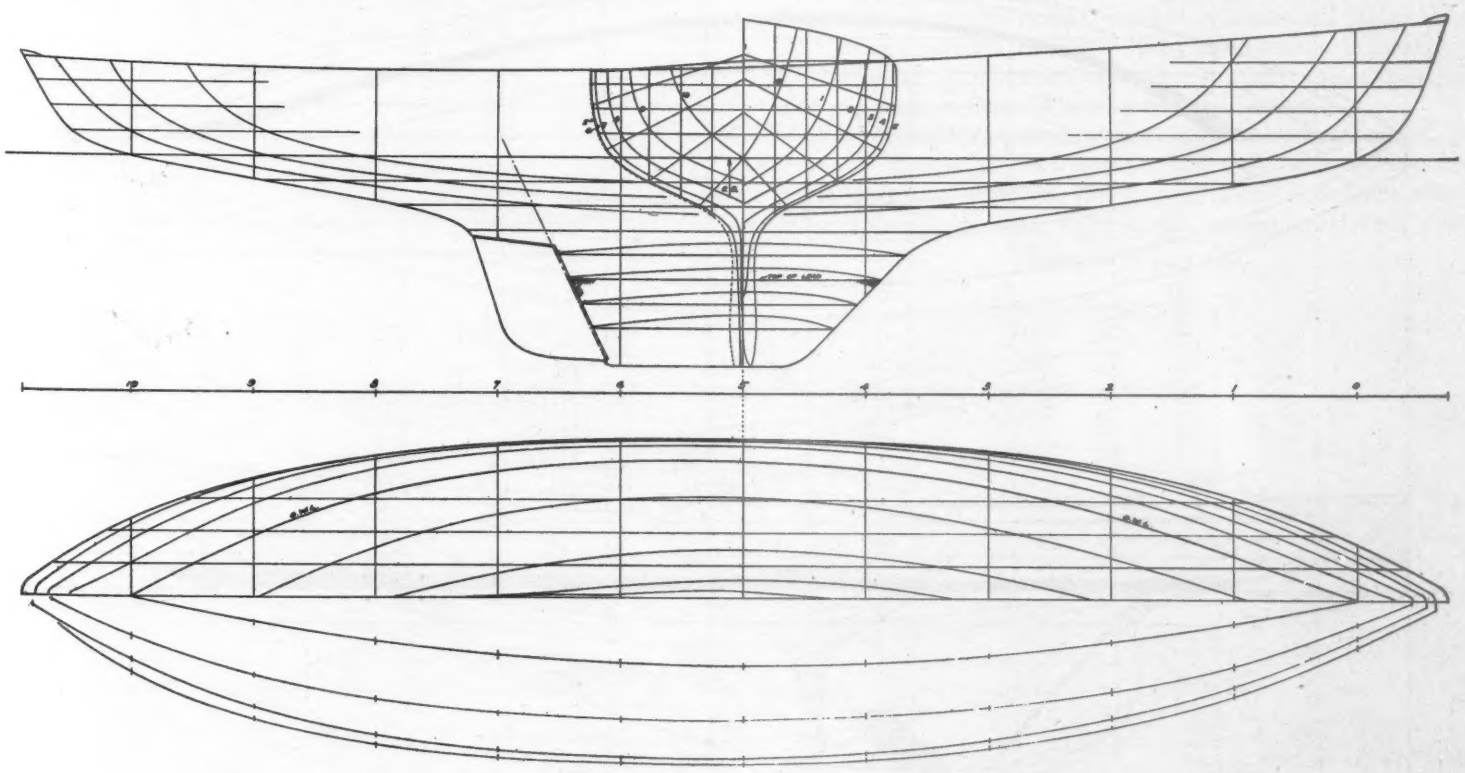
The rapid growth in the popularity of ocean racing is due as much to a healthy rule situation as to anything else. The skies are no fairer and our boys are no saltier than in the past. But competition is better regulated in this branch of the sport, thanks to the Cruising Club of America.

The Stars are very much alive because they have provided more good, clean, hard sailing for more men than all other one-designs combined. But it was the unselfish spirit behind the class, not the boat herself, that put the class over and keeps it an outstanding sporting success!

All of which leads us up to the *raison d'être* of the Yankee One-Design Class.

Several years ago, a group of former Marblehead yachtsmen met at Edgartown. They had moved their summer residences from the North Shore to the warmer waters of Vineyard and Nantucket Sounds, where everything was to their liking but the racing, which still smacked of the quahaug influence. There was much talk of modern boats, but little action — except for a slight flurry of "30-Squares" in 1934. But the idea kept cropping up and it blossomed out — not as a Nantucket Sound Class but as a New England Coast Class.

The idea of having a coastwise class in New England is not new. The M-B (Marblehead-Buzzards Bay) Class, built in 1926, was an attempt to produce one. This class might have fulfilled its expectation but for one fatal mistake.



No. 13 is 30′ 3″ l.o.a., 26′ 0″ l.w.l., 6′ 6″ beam and 4′ 3″ draft. Her displacement is 4525 lbs. and the lead is 2400 lbs.

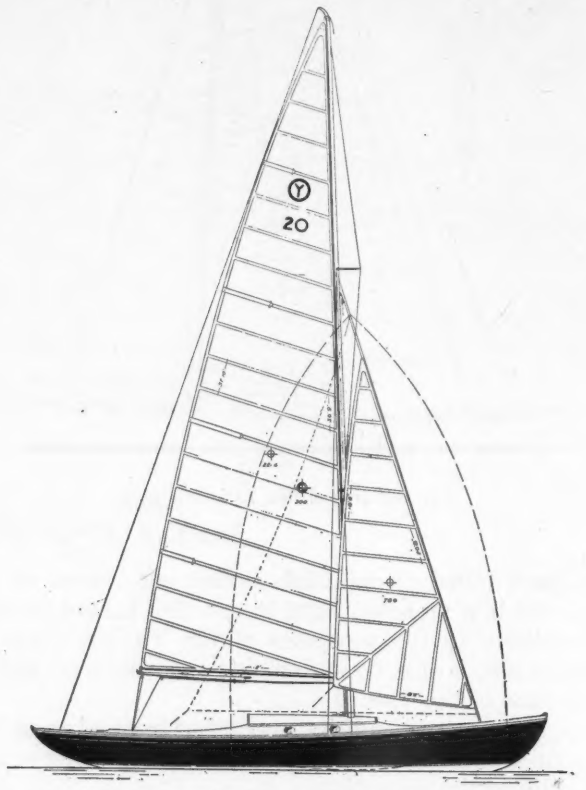
The boat was not designed for Buzzards Bay. Whenever a design is attempted to meet varying local conditions, the most difficult or most strenuous condition to be encountered must obviously be taken as the "design condition." A class to be raced successfully as a coastwise class in New England must, therefore, be designed for Buzzards Bay.

That it is not asking too much of Marblehead yachtsmen to put up with a rough water boat is proved by the success of the 30-Square-Metres there. These able, short-rigged boats were created for racing and cruising in the Baltic and North Sea, where the rugged conditions much more resemble Buzzards Bay than Marblehead. "S" boats, starting behind the "30s," often have finished ahead of them at Marblehead. But the "30s," in spite of their short rig, are today the most popular class at Marblehead.

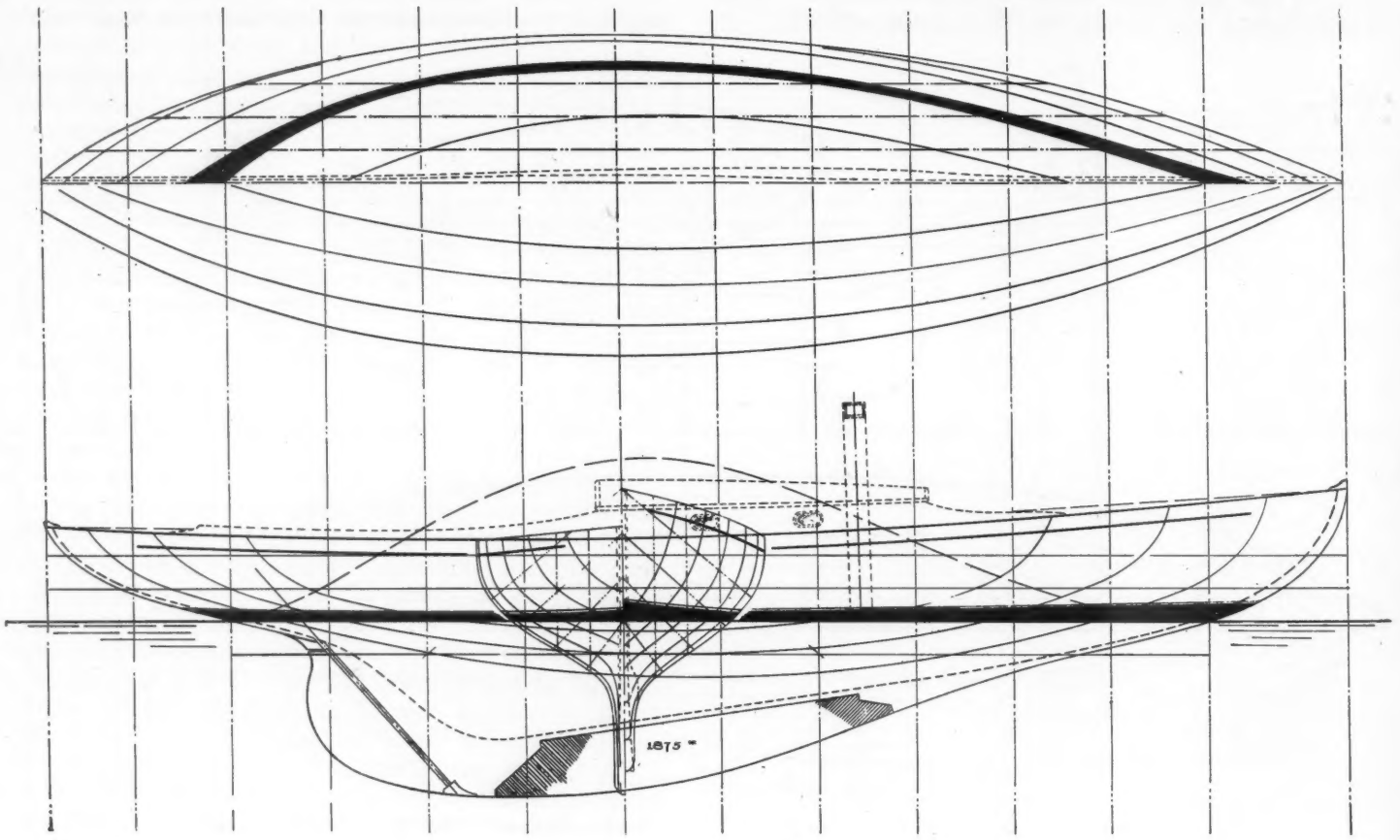
The Yankee Committee, then, is faced essentially with the problem of designing a boat for Buzzards Bay that will still be fast enough for Marblehead. Heavy displacement is obviously not the answer, for many reasons, the most important being the matter of cost. Small sail boats of this kind seem to cost remarkably close to fifty cents a pound — at which price we must keep between 4,000 pounds and 5,000 pounds displacement. Furthermore, as Uffa Fox has pointed out in comparing "Square-Metres" with "Metres," heavy boats are not necessarily able boats. It has taken some time to live down the superstition, inherited from the inside-ballast, fisherman type cruiser age, that heavy boats are able. Actually they are merely dry and comfortable, for the simple reason that they can't be driven to windward. But a racing boat must sail to windward when cruisers may be comfortably bobbing up and down getting nowhere.

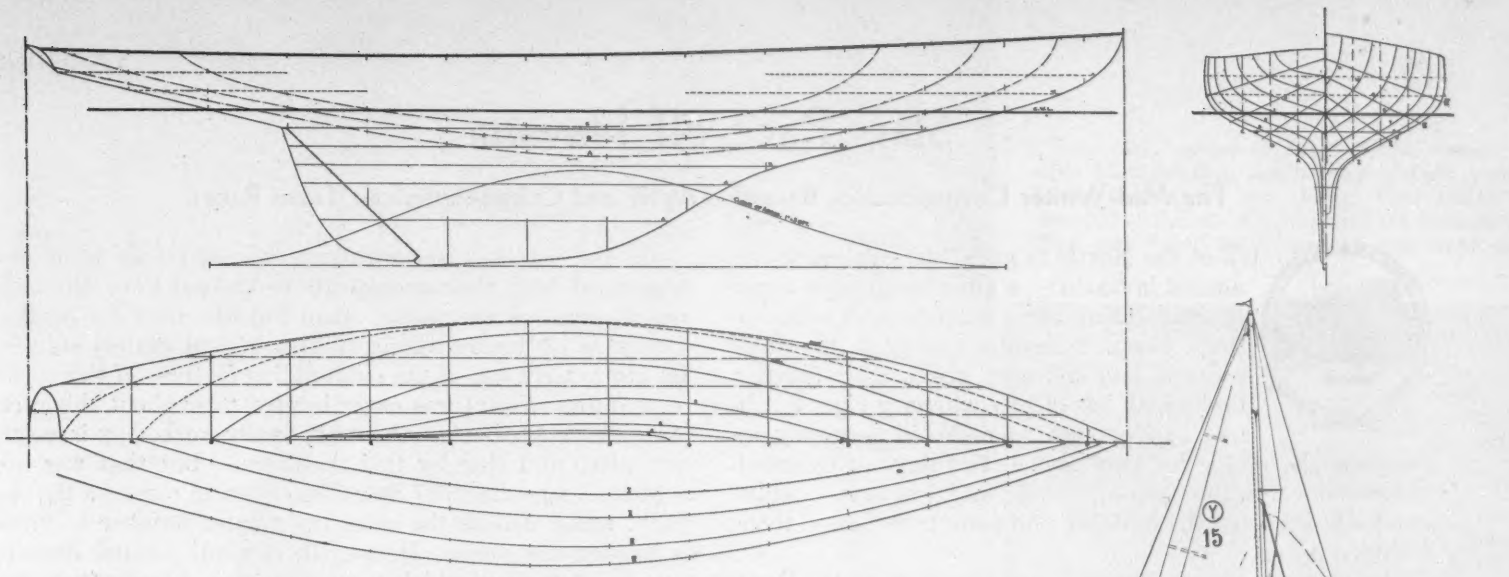
Hull form is all important; not merely must the prismatic coefficient, the length-beam ratio, and the distribution of the displacement be correct but, especially in sailing boats, the form and amount of the overhangs. Whether the stern is long drawn out or cut short abaft the water line, no vital effect is observable in the boat's performance; but extreme forward overhang always leads to a wretched sea boat.

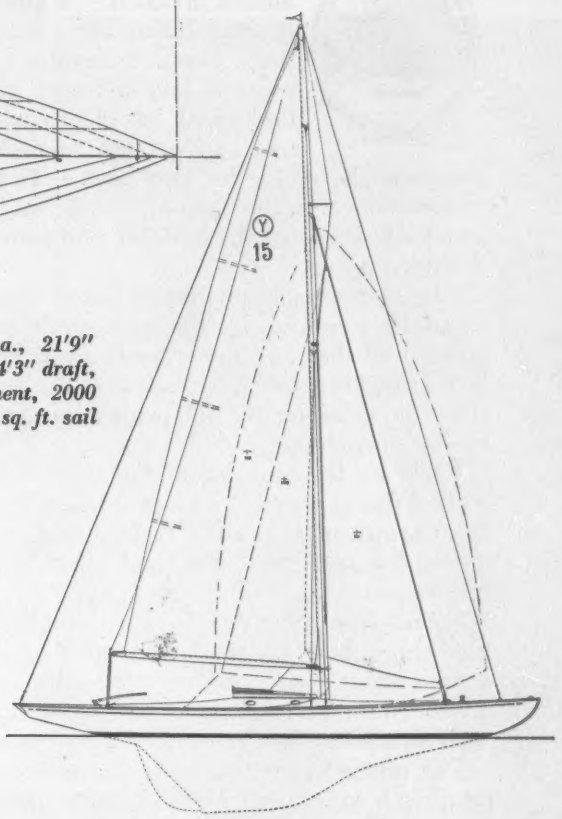
Here is where the Yankee Committee will face the acid test. Not that there is any question about the kind of bow for a light displacement boat in rough water — or any water. Every designer and every design-conscious skipper (of which there are, fortunately, several on the Yankee Committee) knows just what bow is indicated. But this is a world of fancy as well as fact. And most yachtsmen today fancy long, "graceful" ends in a racing boat. They are the style. All real racing yachts, from "J" sloops to 30-Squares, have them! Why? Not because designers think they are



No. 20. 30'0" l.o.a., 22'6" l.w.l., 6'8½" beam, 4'0" draft, 3940 lbs. displacement and 300 sq. ft. of sail



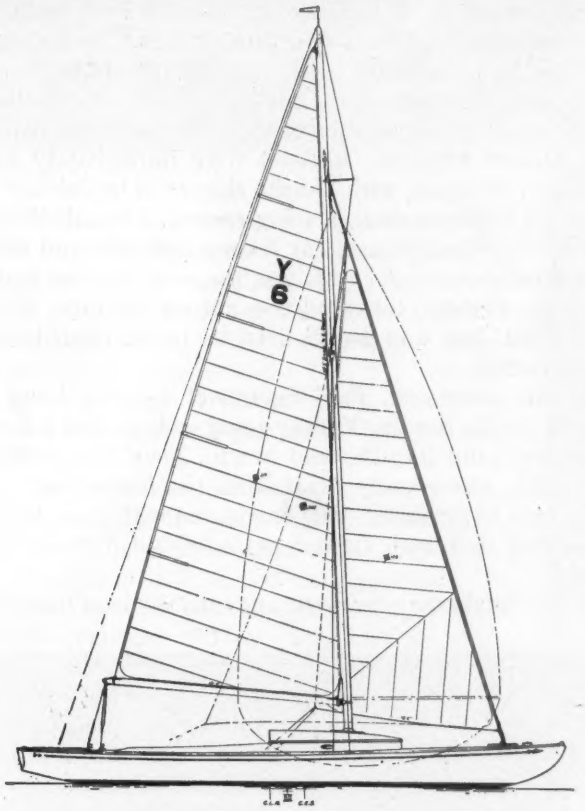




No. 15. 30′0″ l.o.a., 21′9″ l.w.l., 6′6¾″ beam, 4′3″ draft, 4050 lbs. displacement, 2000 lbs. of lead and 300 sq. ft. sail

pretty, or even like them, but because the rules develop them!

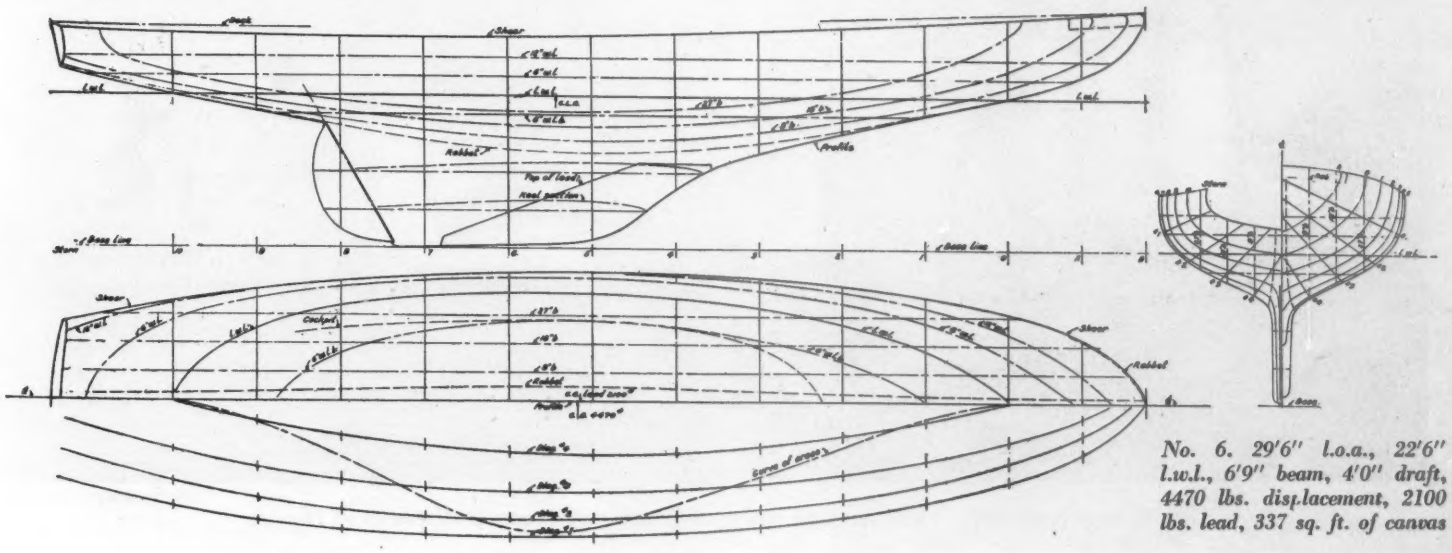
Fifty years ago, before the rules, our harbors were filled with really beautiful yachts designed by artists rather than mathematicians. Clipper bows, graceful sterns, trailboards, the things which still make a turn around the *Constellation*, designed by my father in 1889, the greatest thrill for me in sailing at Marblehead, were commonplace. These graceful



craft, designed to please as well as perform, and not to fit a rating, had little forward overhang. And it is well known that whenever boats have been built to true sail area rules (such as Development Class boats and Boothbay "20s," when hull forms were not "indicated"), short ends and long water lines were always drawn. Why? Because the fundamental factor in the speed of any displacement hull is the displacement-length ratio — and long boats sail faster than short ones provided, of course, they have sufficient stability. Furthermore, short-ended boats are stronger, easier to build, and more seaworthy. What more need be said?

The plans accompanying this article have been chosen to provoke discussion, rather than because they please the committee. As a whole, the designs show a definite effort toward small sail area, light displacement, moderate draft

(*Continued on page 152*)



No. 6. 29′6″ l.o.a., 22′6″ l.w.l., 6′9″ beam, 4′0″ draft, 4470 lbs. displacement, 2100 lbs. lead, 337 sq. ft. of canvas

Stars Race off Havana

The Mid-Winter Championship, Bacardi Trophy and Cuban-American Team Races

OUT of the North, in mid-February, came the annual invasion — a more formidable array of Star talent than Havana had seen for some years. Following closely in its wake came a less welcome guest. The norther broke with less of its customary vigor but it was bad enough to make it necessary to postpone the racing for two days — two days of enforced idleness, of cafés, the Casino, *jai-alai*, and daiquiris — while seas dashed against the Malecon and palm trees bowed their shredded heads.

The ever-complacent Rafael Posso, Chairman of the Race Committee — who, by the way, made a swell job of it — announced that the three-race Bacardi Trophy series would be crowded into two days, and that the same would apply to the title series on the following two days, with a double-header in each case.

Early on the morning of the third day, February 13th, while colorful Havana was awakening to bask once more in the warmth of a clearing tropical sky, nineteen Star sails dotted the azure waters of the Gulf of Mexico. The starting line was established off the mouth of the Alemandares River. Whether triangular or windward and leeward, the courses used throughout the week led from there down the coast to a point about midway between the Miramar and the Havana Yacht Club. The weather had cleared and all was serene, with an abating sea, but many a surprise was in store.

The racing started in quite the usual manner, with *Ace* romping home an easy winner before a light southerly breeze, *Twin Star* and *Jack Rabbit* placing second and third, respectively. It seemed as if history was about to repeat itself and that Adrian Iselin, II, of Western Long Island Sound, would again make a clean sweep, as he did in 1934 and 1935. But, in the afternoon, things began to assume a different aspect. With the wind still offshore and even more light and fluky than in the morning, it was Paul Shields' *Jack Rabbit* which outran the scattered field, *Ace* trailing, followed by *Turtle Star* from Lake Ontario. When the boys gathered at the little cantina on the banks of the Alemandares, after the race, *Ace* still had a one-point lead.

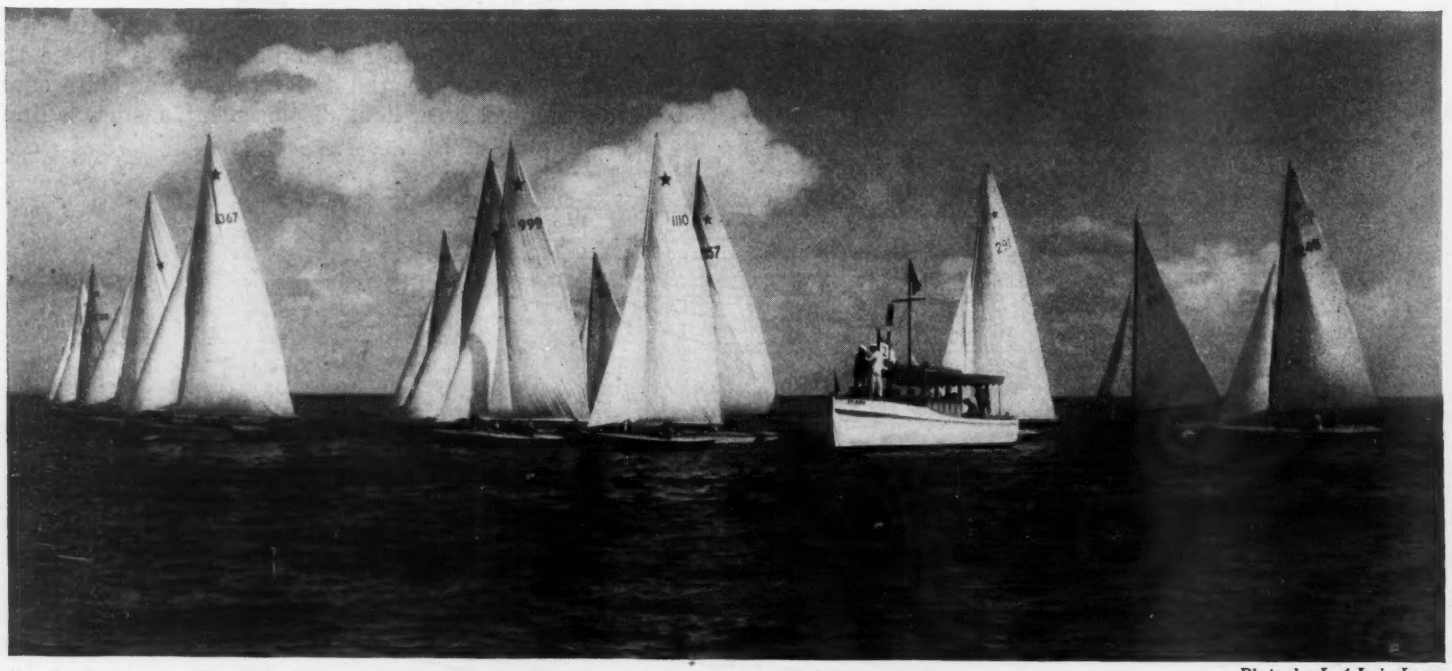
On the next day, the regular northeast trades set in and continued, with their average 10- to 12-knot force, throughout the rest of the racing. Paul Shields, with his brother Corny as jib tender, made another almost perfect start — his starts were one of the outstanding features of this series — and *Jack Rabbit* was never headed throughout this race. *Ace*, after being back in the ruck, finally worked up into second place and thereby tied the score — but that was not enough. Under the 1937 Star Class rules, in case of a tie, the yacht which defeats the other the greater number of times is deemed the winner. Hence, the eleventh annual Bacardi Cup went to Paul Shields, veteran Star skipper from Peconic Bay.

With the preliminary event out of the way and the field now narrowed down to nine entries — since entries in the Mid-Winter Championship for the Cup of Cuba are restricted to those who have previously qualified in their respective fleets — the competing skippers from the United States, France and Cuba settled down to serious business.

Once more *Jack Rabbit* went into the lead, sailing down the coast dead before the northeast trade. The course was to leeward and windward, and on the windward leg the yachts were forced to take short hitches, almost into the breakers, since those which stood offshore into the Gulf Stream set (an almost two-mile current) were immediately doomed. Shields won again, with *Shucks*, skippered by Johnny White, with his bride as crew, placing second. Though White won the Spring Championship at Nassau last year and was rated as a strong contender, this was the only time he figured off Havana. Perhaps his mind was not on the race. *Twin Star* was third, but was destined to be heard from before the series ended.

In the afternoon, Paul Smart, of Central Long Island Sound, finally got the *Nutmeg* going and, getting a favorable slant, went out into the lead to win. *Twin Star*, with *Ace* in her wake, was rapidly overtaking the leader but was not quite able to catch her. The day ended with *Jack Rabbit* and *Twin Star* tied, and *Ace* one point behind *Nutmeg* for third place.

In the final race, *Ace* went out into the lead unheeded by



Photos by José Luis Lopez

The Stars get away for a hotly contested race in the Mid-Winter Championship series off Havana

"Twin Star," owned by L. M. Pirie, representing the Lake Michigan fleet, won the Cup of Cuba without finishing first in any race. Below, Paul Shields' "Jack Rabbit," of Peconic Bay, captured the Bacardi Trophy. Tied with "Ace" on points, she won under the rules

Pirie and Shields who had their own battle to fight. The Lake Michigan entry won this duel and placed second, which was all the Pirie boys were after since this gave them the Cup of Cuba. *Nutmeg* slipped in ahead of *Jack Rabbit* and once again Iselin and Shields were tied for second place. But this time *Ace* was credited with it under that same rule which gave Shields the Bacardi Cup.

Lockwood Pirie had made Star history. Without winning a single first place, his consistent sailing won the Cup of Cuba. He is the first fresh water entry to win an international championship in the Star Class. To be sure, "Woodie's" blood runs a little brackish, for his early Star training was on Long Island Sound, back in the old gaff rig days of the Star, in the days when "Pop" Corry reigned supreme. "Pop" was at Havana this year in all his glory to assist the race committee and celebrate the victory of his protegé.

The Annual Team Race requires little space since the American skippers won again by a score of 23 to 13. They have won this event eleven consecutive times. In a special race held the same day, "Mike Riva" sailed *Jack Rabbit* and defeated a small field in which "Pop" Corry, skippering *Ariel II*, we regret to say, fouled and withdrew, though his head was held high by his well-known collar which had not wilted under the rays of the tropical sun. If little has been said about Enrique Conill, the sole French entry, or the other Cuban entries, it is because, though they made a valiant effort, they did not figure in either series this year.

That night the yachtsmen wined and dined on Morro crabs and other Cuban delicacies in the marble banquet hall of the Havana Yacht Club, with Enrique Conill, Vice-President of the Star

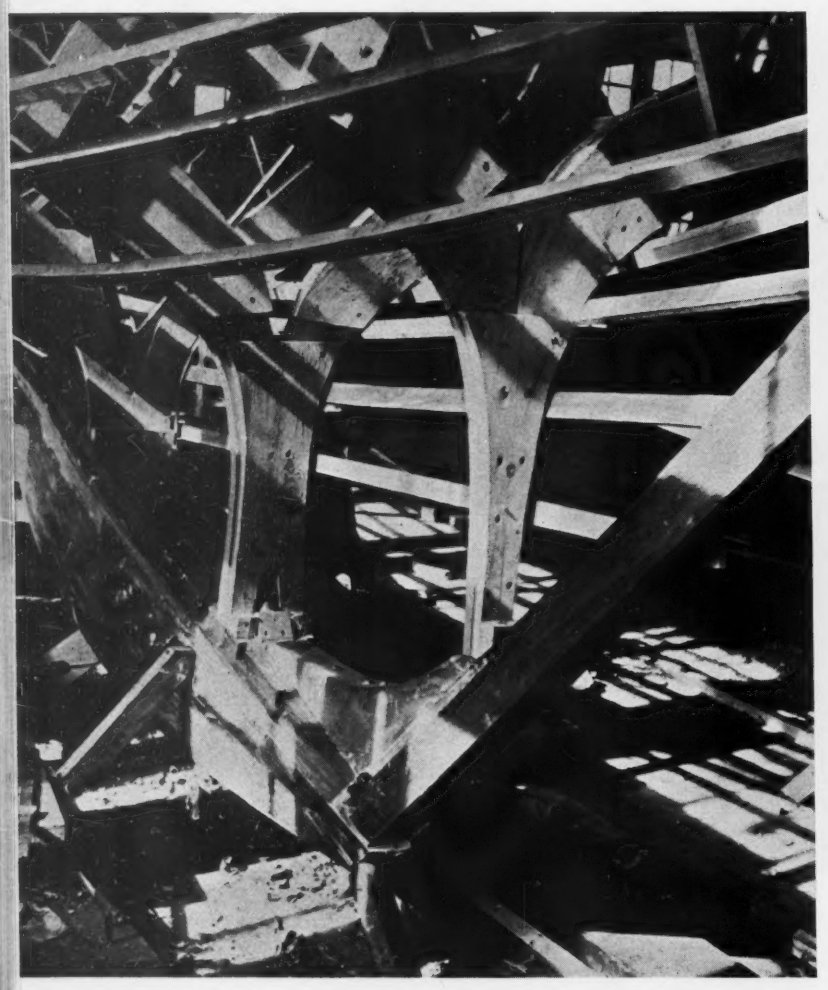
(*Continued on page 157*)

The new "Six" for Briggs Cunningham, as she appeared about a month ago. Work on her was rushed so that she might be shipped to Bermuda to compete for the Prince of Wales Trophy. She is from plans by Sparkman & Stephens, Inc., and has been named "Lulu"

At the left, the boat, almost "shut in." Below, notching the horn timber for the heels of the frames. At bottom, the backbone is up, the molds are in place and the ribbands are being run, preparatory to framing

Building a Six-Metre

A New Boat Under Construction at Nevins' Yard

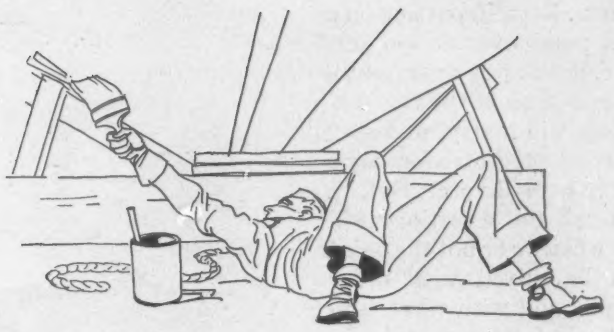


M. Rosenfeld Photo

"Gosh—She Looks Like New!"

Spring and the Paint Job Are Here Again

By F. G. MERRICK



DEATH and taxes! Those, we are told, are the only two things in life of which we can be certain. But to the yachtsman there is another perennial matter on which he can count — spring painting.

"Give her a lick and let 'er go!" said the Captain to the Mate, as he glanced, with a critical but possessive eye, at the tall ship which was his command.

"A lick it is, sir!"

"Daddy," demanded the small boy who clung to the Captain's hand. "Wot's a lick?"

"A lick of paint, son — a lick of paint. That's what a fine ship needs at last, to make her proud on the sea."

Some need a lick, and some need two licks, and some need a scraping and three lickings all over. To the uninitiated that's all there is to it. But behind that word "lick" is scientific work; millions of dollars spent on research; hours, perhaps days, of preparation; the patience to wait while the weather turns dry, or while the last coat hardens clean; and, during the time the lick is being applied, persistent and back bending labor. There are, I think, few things about a yacht which will cause more annoyance than a careless paint job when the season begins to bring out the flaws. I, who have sinned in the past in this respect, know only too well the cost of haste and impatience!

In connection with this important operation in putting a yacht in commission, yachtsmen fall into two classes: those who have their professional crews and/or a yard do the job; and those who plan, perhaps ably assisted by friends, to do the paintwork themselves. He who has a yacht of a size to rate a year 'round professional is entirely relieved of worry, provided his man knows his job, as most of them do. Coöperation with your captain, particularly in study of the latest findings in the field, will, however, be of assistance and encouragement to him. The owner who takes a real interest in his yacht and has an efficient crew may rest assured that he will never have reason to be ashamed of his ship.

If the work is to be done at a yard, your principal concern is the reputation of the yard as to the quality of its work. That, actually, is your great and only protection. In that connection, most yards have their own pet brands of paint and varnish. It will not be amiss, perhaps, to check up with a naval architect on the brands the yard you are employing likes to use, but if the architect finds nothing serious to criticize, it will be definitely to your advantage to let the yard go ahead in accordance with its usual practice. There are two obvious reasons for this. In the first place, all paints do not "work up" the same, and to use a paint with which one is familiar is to save time; in the second place, yards often have a special arrangement with certain paint manufacturers, and if you insist on the use of a different paint, the yard may not take quite so keen an interest in the work.

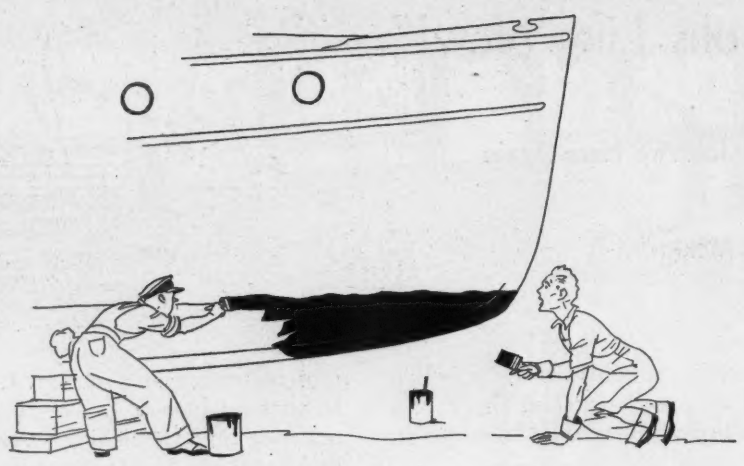
If you are to do the work yourself, you are faced with a different and much more complicated problem. If you can spare the time, there is, without question, a keen satisfaction and a lot of fun in painting and varnishing your own vessel, besides a considerable saving in money, provided you can do it properly. Unless you have had considerable experience in paintwork, however, it will save a lot of grief if you engage a professional painter to work along with you and put you "onto the ropes" the first time you try to paint your own boat. In this brief discussion it will be possible only to outline the more important elements of a good, seagoing, paint job so that you may avoid the major pitfalls into which the amateur painter is apt to fall. Before considering the detailed operations, there are certain general considerations which are worthy of attention.

First, the matter of materials. As suggested in a foregoing paragraph, a great deal of money is spent annually in the laboratories of paint manufacturers in an effort to produce new paints which will do things which have never been done before to improve existing products. Study of the latest practice is always of interest, and often of great value to the painter. Every year there is some new development which will help to improve the appearance of your yacht; and every year the manufacturers go further toward making the processes of painting foolproof. Quick drying, hard surface paints; "wet and dry" sandpaper, which saves a lot of elbow grease; non-slippery paints and methods for making surfaces non-slippery; paints and varnishes which "smooth themselves," so to speak, and leave no trace of brush marks; all these and other developments have appeared in recent years and, without question, new developments will continue to appear.

In this connection, it is important that the amateur follow directions carefully. The manufacturer knows much more about his product than you do and there is no reason to assume, when the words "Deck Paint" appear on the outside of a can, that the contents are intended to be used to paint the bottom! With all but the most common types of paint, definite instructions appear on the can or may be, and should be, procured from the dealer. Having read the instructions, it is only common sense to give the manufacturer the benefit of the doubt and accept his advice.

In the use of a new paint or varnish, which makes special claims and about which you have not been able to get definite experience data, it may be wise to try it out first on an unimportant part of your yacht. But, even under such circumstances, it must be remembered that manufacturers today put their products to far severer tests before they place them on the market than they used to. In modern practice, also, it is of great importance not to try to mix paints that are not intended to mix! A good many chemicals are used in paint manufacture today, to produce various results, which in the past were not included in the art, and some of them definitely dislike some

others. Even in putting on a new paint over an old surface, it will pay to try out a little and see if the two materials will marry, and stay married, or, after a few days, try to get a divorce. But, in general, the directions will say whether or not the paint can be mixed with other paints, and with what, and just what steps to take in covering an old surface.



The next, and perhaps the most important general consideration of all, is the preparation of the surface. In this operation it is particularly important either that you have experience yourself or that you have an experienced person look over the work and advise you; perhaps the best procedure is to prepare the surface and then get someone who knows his stuff to pass judgment on it. There is no element of painting which so often produces poor results as an improperly prepared surface. Fortunately, the preparation of all surfaces, either for paint or varnish, follows the same general principles. Cleanliness is, of course, the essence of a good surface. You will paint or varnish either over an old coat or on the bare wood. Usually, to work on bare wood means that you must first remove an old coat, and we may well look at that as our first step in preparation.

There are two methods for "getting down to the wood:" either by burning off with a blow torch, which presents certain difficulties for the amateur, or by using a good cream remover and following it up with scrapers and sandpaper. The latter method, though slower, is, I think, a better one for the amateur unless the coat to be removed is so thick that it tries his patience beyond endurance, in which case he may as well take a chance and use the blow torch. The great danger from the use of a blow torch in the hands of an amateur is an uneven and/or charred surface. When the paint, or varnish, is *completely* removed, sand the surface (first with coarse, with the grain; then with No. 0 across grain, and finally a light rub with No. 0 *with* the grain) and then go over it with a gasoline soaked rag. Then lay a fairly heavy first coat, as the wood will absorb a good deal of it. Don't leave bare wood uncoated any longer than absolutely necessary.

If you are to work on an already coated surface, first *scrub it roughly* with a good strong "soogey," *i.e.*, a strong solution of washing powder (any standard brand), before doing anything else. When the surface is clean, wipe it off and go to work on it with sandpaper; after you have brought the surface to a good clean finish, removing all lumps and irregularities from the old coat, brush it off well and go over it with a gasoline soaked rag. It is not necessary for the surface so sanded to be "hard smooth" because the slight roughness left by the sandpaper will help to make a good bond between the new coat and the old. Finally, do not try to clean too much surface at once; if you do, it is apt to get dirty again before you get around to painting it.

Those are the most important of the more general problems which face you. Now let us imagine that you have a small yacht and are prepared to paint and varnish her. She is either under cover or out in the open; each situation presents certain problems. If she is under cover, that is to say, in a shed or some such structure, a good deal of weather worry is eliminated; but it will take longer, unless the enclosure is artificially heated, for each coat of paint or varnish to get a true, dry, hard set and you must use a commensurate amount of patience. If, on the other hand, she is outside, you must watch the weather like a hawk. Not only must you avoid cold, damp or foggy weather during the actual work of painting but, if rain or even fog should come before the work has its initial set, it is apt to be ruined. Furthermore, any painting you may do on a given day should be finished before sundown to escape the evening dampness. But if you do the work in the sunshine, on clear, warmish days, you will get better results than under any other conditions. The best chance for these conditions is after a rain, when the weather has cleared and begun to warm up. A little study of the weather maps will help in picking the time.

Assuming that you have prepared a surface, look next to your brushes. If they are new, clean out the dust by washing them in gasoline; if old, be sure that they are free of old, dry paint and varnish. You may clean them with paint remover, provided you are very careful to wash out all the remover afterwards with gasoline. If using the brushes frequently, you can safely keep them between times dipped in fresh water; but if some time is to elapse between your sessions of painting they should be put in linseed oil.

With clean brushes and with a clean surface, and with paint or varnish which you have patiently and thoroughly stirred until it is completely mixed, start your work *from the top* and work down. This method of procedure is only common sense, for if you worked from the bottom up, you would probably have wet paint streaking down over freshly finished work, to say nothing of down the back of your neck.

If you own a motor boat, you have little to do with spars; but if your yacht is a sail boat, you will have plenty to do with them. The masts, in this case, may have been left rigged in the boat during the winter. That will mean a bos'n's chair and somebody down below to lower you away as you work down the mast. Be sure to engage someone for this lowering away job who will stand without tying; otherwise you are apt to find yourself swinging up aloft, in an embarrassing, if not a precarious, predicament. The rest of the spars will, without doubt, have been stored under cover. If you have been forehanded, these have been finished up at odd moments before you started on the larger job. If not, you can bolster up your patience by working on them while some of the other work on the yacht herself is drying. The spars may be painted or varnished. If the latter, you must be careful to treat the work with the respect due all varnishing; for varnishing needs even greater care than painting, particularly in preparing the surface between coats. Paint is opaque and will cover up minor flaws but the amber clarity of varnish will show every slip you make.

Paintwork should be brushed in well, across and with the grain; varnish should be "floated" on, with as light a touch of the brush as possible. When you have finished one coat on part of your yacht, allow *plenty* of time for it to dry, and between coats sand it with No. 00 paper and clean with gasoline as before. Some materials take a week, some only a few hours, to harden sufficiently for the safe application of another coat; excessive humidity will prolong the drying period. The "feel" of the surface will tell you whether or not you can go ahead. Properly set "flat" paint feels like the

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M. Rosenfeld

"Flying Fish," the boat I built, is 43 feet 7 inches over all, 12 feet 4 inches beam and 6 feet 2 inches draft. She proved to be too big

Too Big or Not Too Big—That Is the Question

By

FRANK VINING SMITH

SOMEWHERE in a book on Grecian mythology there is a pleasing fable of a youth who, desiring to build up a Herculean physique, purchased or stole a small calf. It was his habit before breakfast, after tiffin and at the end of the day, perchance, to lift, juggle and otherwise manhandle the unoffending bovine, to the end that as the animal grew his muscles grew with it. At the final test, his mighty thews lifted the huge ox aloft, to the great astonishment of the gaping yokels thereabout. In other words, he got so he could "throw the bull" which, I think, is just what he did when he circulated that tale of prowess.

Willy-nilly, the tale, once read, lingered in my mind; gradually a germ of thought took root in my one-mouse power brain, to wit: that the same process of gradual development might, with logic, be applied to the handling of boats. While I did not see how it could be carried on indefinitely to the ultimate achievement of a single-handed clipper ship, it became my habit to sit before the fire of a winter's night and dream of the big, able ship which I, and I alone, should sail proudly up and down the coast, with hull of sea-keeping lines, and room below decks like unto a summer bungalow — in other words, a traveling house.

At my age, I should have known better, but delusions of grandeur persisted. The tale of the small boy and the calf had sown the dragon's teeth of unrest in my soul. What mattered it that I already had a boat, a roomy boat, a fast boat, a boat easily handled by one man? Any diagnostician skilled in interpreting yachtsmen's ills could read the symptoms plainly. I had the itch to try something else.

That in itself is not abnormal, all boatmen do it; after all, it is a great part of the pleasure of small boating, this eternal quest and experiment, and it is axiomatic that no two boatmen can agree on the perfect ship, so many factors must be taken into consideration. It is also a fact that most of them will try anything once, and some of them more than once. Some people are gluttons for punishment. They ask for it and usually some one obliges them.

If the yacht broker hadn't called up and said, "You have sold a boat," probably I should have missed a most interesting summer and a lot of new experiences. But fate took a hand and, before the words ceased to pulse across the wire, I had seized pencil and paper, added up the few small figures on my check stub, and dashed for the nearest yard. *Flying Fish* was under way.

Now, as I said before, I should have known better and have taken time to consider calmly all the elements which, taken as a whole, predicate the kind of boat a man should have.

We shall waive the matter of expense. While from one

"Naushon," the boat I sold, is a 36-footer of 11 feet beam and 5 feet 6 inches draft. I thought that she was too small

angle I should not be able to afford any boat, from another I couldn't afford not to have something to sail in, it is so much a part of my particular line of work.

The factors to be considered are, first, age and physical condition. As to age, I was born in 1879, so all above the sixth grade can figure it out for themselves. Physical condition, fair to middlin'; weight, 150 pounds; wind, fairly good considering the sedentary nature of my work and the fact that from November to April my heaviest exercise is lifting the morning paper from the breakfast table to scan the sporting page in the vain hope of a bit of yachting news.

Experience in boat handling is the second factor. I really think I could get a good mark on that scoring, having sailed boats in one form or another since my first memorable experience at the age of ten. I recall that grandmother was pretty cross over that, my first yachting cruise (her best sheet figured largely in it and was badly torn when the skiff capsized), but the dear old lady allowed as how if I were going to sail a boat anyway I should have some professional advice and engaged an old Joe Lincoln character named "Ves" Phinney to take me in hand. Dear old Cap Phinney! I owe him a debt of gratitude. Never have I forgotten that summer's training and bits of advice like "Keep her a'goin' or take the sail off her," or "Don't forget the water'll drown'd ye unless you keep on top of it" still linger in my mind. Another gem: "You got to be pretty particular if you want to keep out of trouble." Rest his soul, that was nearly fifty years ago, and at that time there were no engines in Cape Cod cat boats; they swung a 30-foot boom on a 24-foot boat, and Buzzards Bay is noted even today as a lumpy bit of water for small craft.

The third factor, the crew, can be disregarded since all my sailing is done practically single-handed so far as work is concerned. The wife knows how, but last season was physically unable to do much.

Fourth, where is the cruising to be done? Racing, I decided was out. I have done my share and I wanted to have a quiet summer, unbroken by racing dates. While I am on this point, I may as well face the facts and admit — perhaps "proclaim" would be a better word — that we, the wife and I, are "puddle jumpers."

I can't recall an article in defense of puddle jumping nor can I see that one is needed, for puddle jumping, gentle reader, if not spectacular is a hell of a lot of fun. To get up when you feel like it, get under way if the weather looks promising or stay in harbor and enjoy life as you see fit; swim, fish, visit with other boatmen and do ship's work; oh yes, there is a plenty to do on these days in port. Or, if one gets under way, make it a short day's sail and, long ere the evening shadows fall, be anchored, furled, fed and at ease and watch the hard-boiled guys come straggling in at dusk after a long day's run from some far port. That's puddle jumping and if, like the Irishman's toad, you jump often enough and fast enough, you cover quite a bit of territory and see many fascinating little harbors.

People say to us: "What do you do when night comes? Stay out on the ocean?" They seem to feel cheated when they learn that we are snugged away in some tiny puddle as comfortable as you please with not even a roll to tip the glasses off the table — unless, perchance, some misbegotten son of something or other tears up the harbor at fifteen knots.

Now the above-mentioned conditions predicate an immense amount of getting under way, furling and snugging down, anchor handling and hauling of sheets and halliards. And that was, for me, the dark gentleman in the wood pile.

The anchors were a chore. But to go back a little. *Flying Fish* is a lump of a boat; good lines and quite fast for her type but her dimensions, 45 feet over all, 34 feet 7 inches on the water line, 12 feet 4 inches beam and 6 feet two inches draft, with a burden of sixteen tons gross, indicate a lot of weight and, necessarily, good ground tackle.

I carried an 80-pound kedge, a best bower of 100 pounds and an old coon of a folding type, with a big coil of manila for emergency. Chain on the two standard anchors, handled by a Lawley capstan type winch, using a burton to fish the anchor. I have no quarrel with heavy ground tackle; it's a grand feeling to have plenty of gear to hold the vessel in an exposed harbor, or even in a small one when the big wind comes, but it certainly is work.

The sails were no more of a problem than I have had in other boats: 1010 square feet in the four lowers. With a stiff hull and an engine, sail handling was no trouble. Granted, a gaff rig is slightly heavier to hoist but, by the same token, it comes down easier and can, at a pinch, be got off when heading down wind: also, to my mind, it is easier to furl and perhaps as fast on a heavy displacement hull. A permanent boom gallows is almost a necessity when sailing shorthanded.

Flying Fish has a long, dragging keel; while this requires space in turning and docking, in open water it is a joy when handling sail. The engine, a sturdy Red Wing with 2:1

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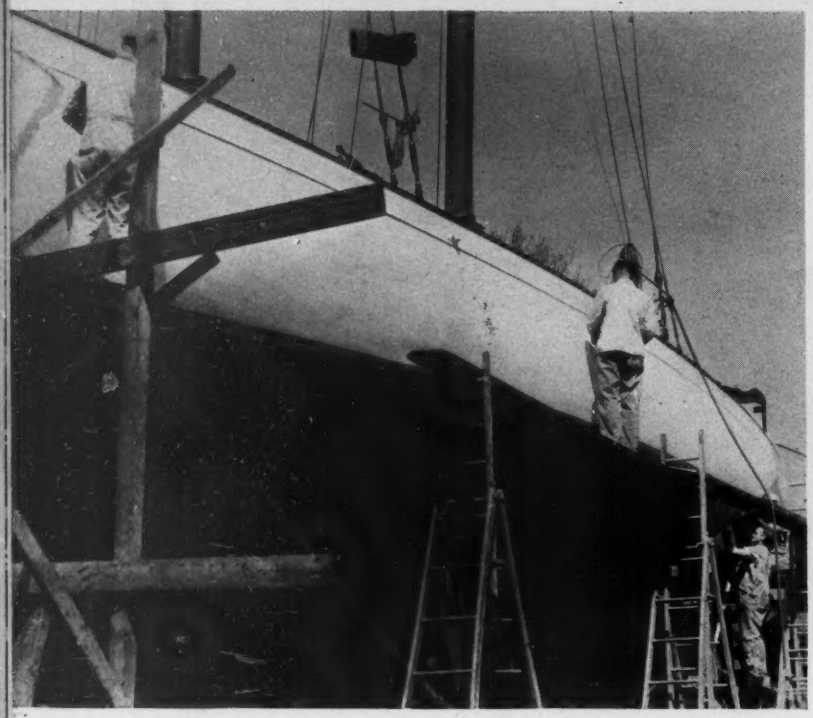
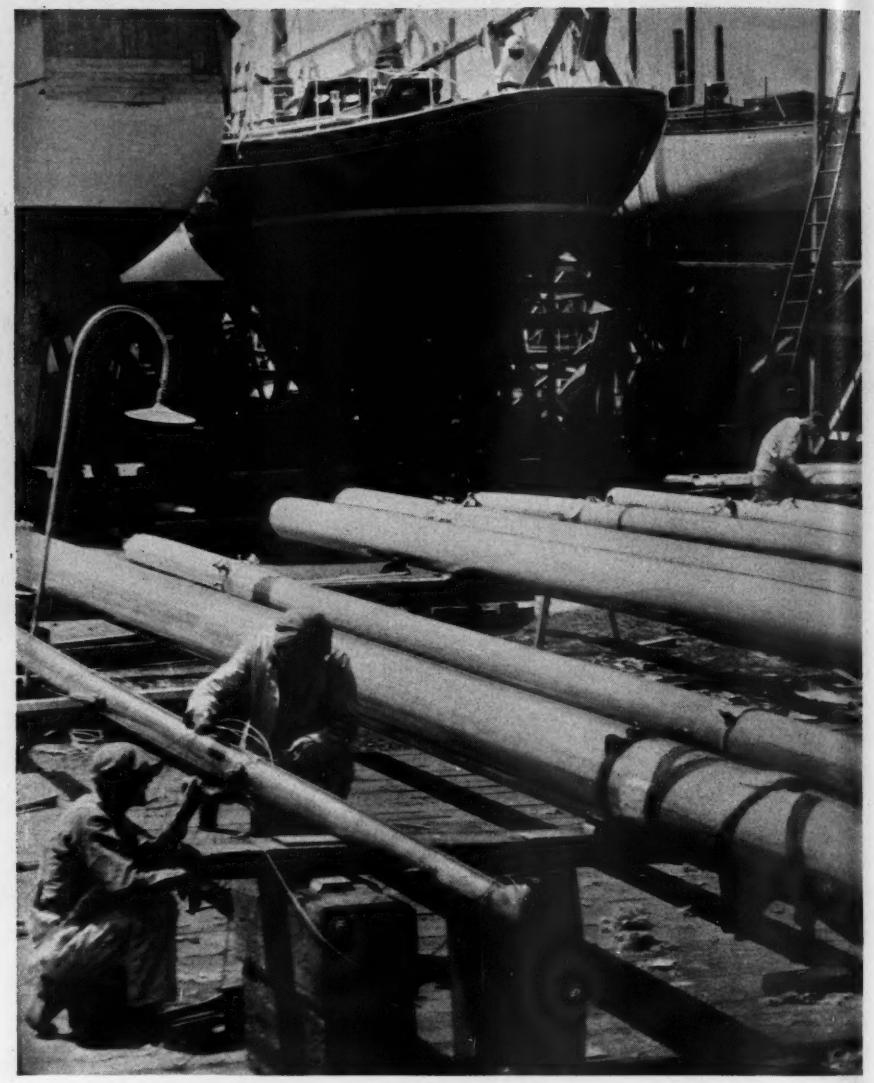
M. Rosenfeld

Runabout and Cruiser

A study in wave formation as they speed over the waters of Hamilton Harbor, Bermuda

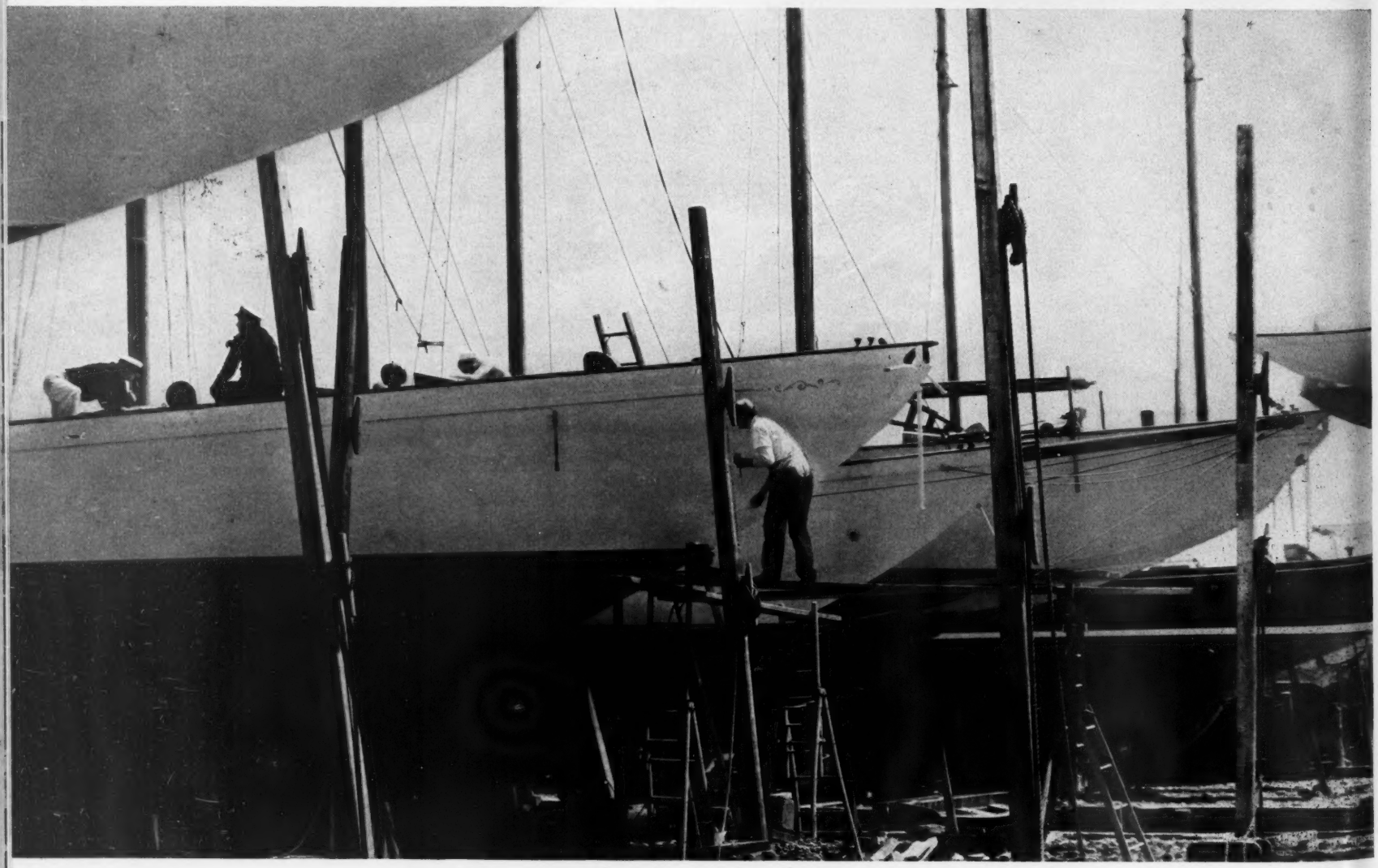




Fitting Out Time

When the sun comes north and the air warms up yachtsmen know that fitting out time is here again. Covers are removed and workmen are busy preparing the yachting fleet for the coming season. Soon topsides and bottom begin to shine with spotless paint and varnish while shipwrights, joiners, machinists, sailmakers and riggers are all industriously at work at their special tasks.

Photos by Walter W Fawcett, Jr.



In the Days of Iron Men

Memories of Life at Sea in the Sailing Ships of the Eighties

By CAPTAIN RICHARD ROBERTS

BORN in Liverpool, of Welsh parents, I started my sea career at the age of fourteen, serving a four-year apprenticeship in square-rigged sailing vessels, crossing what sailors term the Western Ocean.

And what a tough time we had beating out to the westward in the winter time, especially in the ships owned by the firm for whom I worked! They were old wooden ships. Some hailed from St. John, N. B., and some from Yarmouth, N. S. The owners were Nova Scotians, and what a company! We were only half fed, given just barely what we were allowed by the Board of Trade. This small allowance of food entailed great hardship on the men, when you consider they worked continuously at the pumps except when shortening or setting sail. In fact, we went from the pumps aloft and from aloft to the pumps. If we were aloft a great length of time, perhaps taking in the foresail in a gale of wind, the water would gain so rapidly that we were obliged to keep all hands at the pumps until they were again under control. This would happen when we were bound to the eastward and loaded. Beating to the westward, the ship was in ballast, flying light, and did not leak so much. Sailors in those days were hardy men and inclined to be tough. They were termed "Western Ocean packet rats." I saw many a fight between the sailors and the bucko mate and second mate. In fact, it happened daily. It was the object in those days to drive the sailors and make life uncomfortable so that they would desert immediately on arrival at a port in the United States.

The vessel, on the average, was forty to sixty days on a passage. On arrival in the United States the sailors would desert. The wages due them, the captain pocketed and he also received a rake-off when engaging those sailors who were shanghaied. It was not necessary to drive some sailors ashore, as they had made up their minds before leaving Liverpool, or any other port in the United Kingdom, to desert on arrival in the United States. In the winter months they would go south to the cotton ports and in summer to the Great Lakes to get a job on the big lumber schooners, where high wages were paid.

After sailors deserted, the great difficulty was to replace them. Sailormen were hard to obtain, when bound to Europe from the United States. Consequently, we had to fall back on landlubbers, who were shanghaied on board while drunk.

On my first voyage to sea I was sent from Liverpool to Greenock, Scotland, to join the full-rigged ship *Tasmanian*. I made my way down to the ship with a long canvas sailor's bag over my shoulder and handed to the captain a letter given me at the Liverpool office. The captain was a typical old sea dog, bordering on the seventies. He hailed from Yarmouth, Nova Scotia. I was detailed to my quarters in a room with the carpenter and sailmaker.

We left Greenock the early part of November in tow of a tug and were towed to Lamlash, Scotland. A strong head wind was blowing. I was not sufficiently versed in nautical matters to know why we anchored there but I remember a sailor saying we were "wind-bound." We were two weeks in Lamlash. Then a favorable wind sprang up and we got under way. I gathered from the remarks made by the sail-maker and carpenter that we were going to take a southern route, which we did, as I remember how pleasant it was to sail day after day with a moderate to fresh northeast trade wind, and how different it was from the heavy gales we had encountered not long after the ship had left Lamlash.

Including the time at the last named port, it took us 76 days to the Southwest Pass, at the mouth of the Mississippi River. A tug made fast alongside the *Tasmanian* and also took in tow another full-rigged sailing ship. The tug towed us both to New Orleans, and what a sight I saw on our arrival there! Part of the town was hidden by a forest of masts and yards. Ships were moored two and three abreast, and only one ocean-going steamer was moored to the wharf. The *Tasmanian* loaded cotton for Havre, France, and was the first ship to have cotton pressed in by hydraulic power. It was previously pressed with hand screws.

After leaving the wharf, the ship anchored at the foot of Canal Street awaiting ship's papers. A sudden gale sprang up, causing one of the river boats to drag her anchor, and she drifted across our bows and crumpled up completely. These river boats are very lightly built. Fortunately, no lives were lost. Our stem was badly damaged, necessitating our return to a pier at Algiers.

We left New Orleans in April, 1883, bound to Havre, with 5000 bales of cotton, a big cargo in those days. When towing down and passing the sailing ships moored at the wharf, all the sailors quit work to give three cheers for the *Tasmanian*, which our sailors returned. It was the custom then to give every departing ship three cheers. We were 58 days going to Havre, and met some heavy gales when nearing the English Channel.

After our arrival at Havre the crew were all paid off, including the steward, so the captain put me to work in the cabin and to wait on the table. I told him I was not apprenticed to do flunky jobs. He said: "You're on board this ship to do what I tell you." I said, "All right, sir, I'll do as you tell me." The crew had been paid off the day after our arrival at Havre and I knew some of them were taking the cross channel steamer which leaves Havre every evening around eight o'clock for Southampton. Knowing this, it gave me the idea of deserting, as I was determined not to do any more cabin work.

On my arrival at Liverpool my mother was much upset to think I had deserted, and feared the consequences. The day after my arrival, I steered a course to the office with a certain amount of fear, wondering what they would do to me. I was afraid they would send me back to the *Tasmanian*. When I got to the office one of the clerks asked what I wanted. I told him I wished to see the manager. He asked me on what business; so I had to tell the clerk my business was desertion from a ship. This almost caused a panic among the clerks as at that time desertion was a prison offence. After a parley with the owners, I was detailed to the full-rigged ship *N. Mosher*, lying at the Canada Dock, and joined her next morning.

Six days after I joined, we left for St. John, N. B., where the ship hailed from. A tug took us in tow and we anchored in the River Mersey. The crew were too drunk to rig the jib boom out. After a few hours of sobering up, we signalled for a towboat and weighed anchor. We towed down to Bardsey Island, about seventy miles from Liverpool. By this time the crew had sobered up and all sail was set.

After a few days at sea I found that the skipper was a tough guy known as "Bully" Richman. There were also two tough mates. They tried to make themselves "hard cases," a

term used by sailors when officers try to bully the crew. They found the crew were harder cases. Nothing exciting happened with the exception of a few fights between the mates and sailors. "Bully" Richman did not display any of his vaunted fistic ability.

After making four voyages to the westward on the *N. Mosher*, I was transferred to the full-rigged ship *India*, hailing from St. John, N. B. We left Liverpool, in tow, for Cardiff, South Wales, where we loaded coal for Rio de Janeiro. As I remember, it was winter.

We had bad weather immediately after leaving Cardiff. The ship was leaking badly, the pumps, operated by a donkey engine, working night and day. When two days out, in the Bristol Channel, during a gale of wind, the donkey boiler exploded. It shot up into the air like a rocket, tearing out the mainsail, but fortunately dropped clear over the side. The donkey boiler was housed in the after part of the deckhouse, and in the fore part, divided by a bulkhead, were the sleeping quarters of the carpenter, sailmaker and two other apprentices who were badly scalded and covered with hot ashes. They were carried into the forecastle and cleaned up with olive oil. Of course, all this was done by members of the crew. Sailing ships did not carry a doctor. The captain had to do all the doctoring from a medical book, carried in a medicine chest. It was a terrible thing to have such an accident on a sailing ship, as there were no facilities to give the victims proper treatment, especially in a gale of wind with the ship pitching and tossing.

After the patients were made as comfortable as possible, the ship was squared away for Cardiff and more sail was set, the wind being favorable. To show how hard boiled the sailors were in those days, when hoisting the reefed upper topsails they sang chanteys when pulling on the topsail halliards, just as if nothing had happened.

The following day we anchored in Cardiff Roads. The captain went ashore and made arrangements with the hospital authorities to have the men taken there. A tug came alongside and the men were placed aboard on stretchers, a doctor from the hospital being in attendance. I narrowly escaped being in the midst of those hot ashes. I had asked the second mate to pick me for his watch, which he did. It is customary when a ship leaves port, after the jibboom has been rigged out, to line the men on deck and pick the watches. The first mate has first choice, the second mate next, and so on. If I had been in the mate's watch it would have been my watch below and I would have been in my bunk, which was against the donkey room bulkhead. My sea chest was blown to pieces and all my effects burned and ruined; all the clothes I owned were on my back.

After having the deckhouse repaired, the captain was about to proceed to sea but the crew refused to turn to until a new donkey boiler was put on board. After a day's parley, he accused the men of mutiny and threatened to have them all put in jail. They said, "Do your damnedest, Captain." Next day some men came on board and took the measurements for a new donkey boiler. The men refused to go to sea without the donkey boiler because they knew it would be impossible to keep the ship afloat without its use. The captain did not have the men arrested for mutiny because he knew the ship was unseaworthy. If the sailors had demanded a survey, which was within their rights, she would have been condemned. With the new donkey boiler placed on board, we proceeded on our voyage to Rio de Janeiro.

After we had been out a few days and had been buffeted with strong westerly gales, a number of sails were blown away and we sprung the maintopmast. The ship was leaking like a sieve, the pumps were working night and day with never a stop, the donkey engine doing the pumping. The crew mutinied and refused to do any further work unless the captain took the ship to the nearest port. At this time the ship was under the three lower topsails, storm canvas. Next day, the gale having moderated, the captain begged the men to put on more canvas, saying he would head the ship up channel. The wind being westerly, they set the foresail and fore upper topsail and reefed mainsail. After this was done, the captain persisted in heading the ship to the westward and the crew again refused duty. Later, it came on to blow and they refused to take in sail. The ship was lying on her beam ends. The sprung maintopmast snapped, carrying the topgallant mast and all yards with it. When the captain saw this mess of yards and masts, he surrendered. The crew turned to and set all sail that we could possibly carry until the masts were more firmly secured. We had fair weather going up-Channel, running before the gale. The crew were busy clearing up the wreckage and the donkey engine did its duty at the pumps. After a couple of days, we anchored inside the Holyhead breakwater, which is a harbor of refuge for ships that are wind-bound or in distress.

The captain went ashore on the tug that towed us in; the crew expected to see him return with a squad of policemen and take all hands to jail. After a couple of hours, he returned alone, mustered all hands aft and told them to be ready to go ashore with their baggage at ten in the morning. At that time a tug came alongside and took them ashore, captain and first mate going with them. They were taken to the shipping office and paid off, each seaman given ten shillings ($2.50) and signed clear of the ship. This money was not due them, as they had not worked up the month's advance (which sailors call the "dead horse"), given to them when they signed articles in Cardiff. They were given this amount to pay their fare to Liverpool and thus avoid any chance of their asking for a survey. Mutiny on the high seas means severe punishment but a survey would have condemned the ship and the skipper would have been out of a job.

During the time I was in Holyhead I did a lot of thinking about making a voyage in such an old rattletrap and made up my mind to desert. The morning of sailing, when the ship chandler's boat came alongside with supplies, I watched for an opportunity. There was a small compartment forward, with a scuttle hatch on. I raised this and jumped below, pulling the hatch on again. I thought no one had seen me. When we got clear of the ship the boatman raised the hatch and said: "You're all safe. I don't blame you for deserting a ship which requires pumping when lying at anchor!"

After being home a few days I was sent to join the full-rigged ship *Atmosphere*, lying at the Herculaneum Dock, Liverpool. She was said to be a sister ship to the famous American clipper ship *Lightning*. During my apprenticeship in the *Atmosphere*, no sailing ship passed us, bound the same way, and we overhauled everything in sight. Before leaving the Herculaneum Dock, the *Atmosphere* was dry-docked and re-coppered.

We left Liverpool for Galveston and loaded cotton there for Liverpool. We made the run to the mouth of the English Channel in nineteen days. We met heavy westerly gales, ran before high seas, and worked continually at the pumps, and in setting and taking in sail. We were handicapped with men who were shanghaied on board at Galveston. These men had taken the place of sailors who deserted.

The method of shanghaing these men (they were mostly "bums") was as follows: They picked up the men around the waterfront, got them drunk, brought them aboard and took them to the forecastle, where they were given more drink until helpless. They were thrown into bunks and did not wake up until the ship was at sea. These men were picked up by some unscrupulous boarding master, to whom the captain applied for them. The captain was not supposed to know how he obtained them. Each man pro-

Washing down in the morning watch

cured gets a month's advance and it was a question who got the biggest share of the advance — the captain or the boarding master. If the latter was disposed to a little kindness, he bought each man a straw bed (which cost fifty cents), a tin plate, hook pot and pannikin, and a suit of dungarees. When they woke up they found themselves at sea. Some of the men shanghaied had never seen a sailing vessel. Men of this type who were put on board entailed great hardship on the qualified A.B. It meant taking four hours at the wheel instead of two, until the new men were taught to steer. It is much more difficult to steer a sailing ship than a steamer. When you relieve a man at the wheel he may not give you a compass course. He will give you "full and by." This means the ship has a head wind and you steer as close to the wind as possible, by keeping the weather leech of the mizzen royal lifting. This kind of steering requires more skill than steering by the compass. Again, when taking in sail in heavy weather, especially at night, these men were absolutely useless; in fact, the mate would not permit some of them to leave the deck. When shortening sail we generally had to call all hands on deck. Just as you had got tucked in comfortably under the blanket a sailor would yell out at the forecastle door, "All hands on deck and shorten sail!" Probably you would be aloft during the whole of your watch below.

It was a common occurrence when beating to the westward in winter to be four hours on the foreyard trying to furl a reefed foresail. You may reckon that, when you are furling a reefed foresail, it's blowing a hard gale. People on Broadway stand aghast looking at a man painting a flag pole on a skyscraper and say, "What nerve he must have to undertake such a job!" If a sailing ship sailor were doing that job, he would feel so comfortable and free from danger sitting in that chair (which sailors call a boatswain's chair) that he might fall asleep over the job. In taking in a foresail on a dark, stormy night, in freezing weather, with heavy hail squalls, wind howling so the man next to you on the yard can't hear a word you say, ship pitching and rolling, you stand on a piece of rope three inches in circumference, trying to furl a stiffly frozen sail. In comparison, painting a flag pole is a sissy's job. Or, if landsmen saw a man straddle-legged on the weather yardarm of a main upper topsail when taking in a reef on a dark, stormy night, ship rolling and pitching, hauling out the weather earing, this would give them ten times the thrill of watching a fireman scale a ladder which stands as firm as a rock. Sailing ship sailors would call that kind of work a snap. When I was a boy, ninety per cent of the Liverpool fire brigade were former sailors. They were given preference over all others.

Apprentices on sailing ships scrape the pole which is the top of the mast. Topmasts and topgallant masts are made of wood and are kept bright by scraping. When doing this work the sailor has no boatswain's chair to sit in. He scrapes the pole standing on the eyes of the rigging. If the pole is extra long and he cannot reach the top, he takes a strop aloft with him, slips it around the pole, passes the bight through, places his foot in the bight and scrapes the pole standing on one leg.

It is almost impossible to describe what square-rigged sailing ship sailors accomplished at night when working aloft during a howling gale. Crossing the North Atlantic in midwinter, when his watch was up and he was wet through to the skin, he went below to a dreary, wet forecastle which had no facilities of any kind for hanging his wet clothes to dry. Our present day sailor goes below to a nice, steam heated forecastle, sits down at a table, warms himself with a hot cup of coffee and sandwiches and seldom gets his feet wet. And has three square meals a day handed to him. The sailor today is sure to have a dry bed to sleep on and sure of his watch below. He never hears that dreaded call, "All hands on deck and shorten sail!"

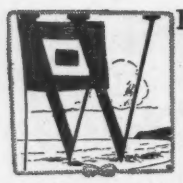
The Board of Trade allowance of food and water to the crew in the eighties was salt beef, one and one-half pounds, every Monday, Wednesday and Friday; pork, one and one-fourth pounds, every Tuesday and Thursday; one-half pound of flour every other day; one pound of sugar; one-fourth pound of yellow split peas to make pea soup, which we got twice a week. Saturday, we got plain boiled rice; Sunday, fresh canned beef. The beef and pork we got could be eaten at one meal. The steward would weigh it when it was dripping with brine from the harness cask. Moreover,

(*Continued on page 138*)

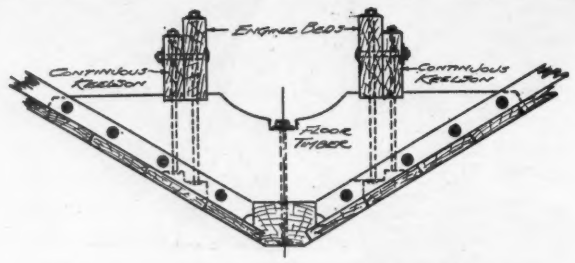
Needs and Notions

By

GEORGE F. CROUCH



WHAT should I do before I put my boat in the water this spring? I know the motor isn't any too good; it misses once in a while on the third cylinder, she has lost about 300 revolutions at top speed, the batteries won't spin her over as they used to, the propeller was bent when we hit a piece of driftwood — we hammered it straight as best we could after we hauled out in the fall — and there is a pretty bad leak between the stem and the keel. But I don't want to go too deep into my



All engine beds should be bolted together with nuts so placed that they can be tightened whenever necessary

pocketbook by just telling the yard to fix everything. What *must* I do?" This is the sort of question being asked at this season of the year by thousands of boat owners.

To tell a boat owner what he should do is simple. He should have all the little faults and the big ones, all the leaks, all the troubles, great and small, corrected at once for there is no telling to what they will lead if allowed to go unchecked. But to tell him what he *must* do is almost an impossibility. "Must" for one owner is nothing more than "maybe" for another.

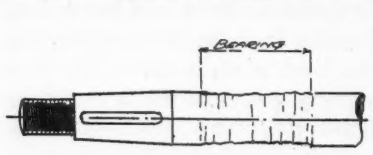
Pride of ownership is never more in evidence than in the ownership of a pleasure boat — a yacht — be she sail or power. Even the man who says, "Mine isn't a fancy boat; she's built just like a regular fisherman," puts his particular angle about pride of ownership into those words. For some owners, a new coat of paint on the hull and new varnish in the cabin is more essential to happiness afloat than getting rid of a bad knock in the motor. It depends on the point of view.

Considering the matter from the standpoint of a disinterested person, there are, however, many things which no one should neglect. At least once a year the hull should be thoroughly inspected for rot. When rot is discovered, the affected parts should be taken out and repairs made at once. Rot in a boat is much like cancer in the human organism. If allowed to go unchecked it will spread to sound parts. A little probing with a sharp-bladed pen knife, particularly back under the counter and around the transom, down in the bottom of the fore peak or around the stern post, may disclose soft, punky pieces of wood. This is apt to be the case where ventilation of the hull has been neglected, as is often the case in the ends of the boat. When rot is discovered, the owner has no choice but to have the parts taken out and replaced with new, sound, properly seasoned wood.

Leaks are an abomination to some owners; others do not seem to mind them, provided the leakage is small. As a matter of fact, a small amount of leakage is not a serious or dangerous fault but is rather in the nature of a nuisance. A moderate leak can be permitted to go on without calling for extensive search as to its cause and requiring what may be an expensive remedy. Sometimes a serious leak can be easily stopped by putting in a few white pine stopwaters in the seams between stem knee and keel or around the joints in the deadwood at the stern. The difficulty, however, is to locate the leak. Another simple method, sometimes very effective, is to use a pressure gun to introduce tallow into the spaces if the leak occurs in checked keels or shaft logs.

To paint or not to paint is a question to be decided by the owner. In general, to keep your boat looking up to the mark or anywhere near it, she will need painting every year. Burning off all the paint down to the wood is another matter. That should be necessary not more than once in five years, provided the painting is well done each season. Varnish, of course, needs annual renewal when on the outside of a hull. Salt water, wind, and sun are bitter enemies of varnish, which at its best is not as efficient a protection for wood as paint.

While the boat is ashore, all underwater fittings attached to the hull should be inspected. These include the struts and the heads of the strut bolts. Pay particular attention to the bolts which hold the sea cocks against the inside of the planking or, if another type of fitting is used, to the ferrule passing through the hull to which the sea cock is threaded. Even with the best of alloys, electrolysis will eat away these parts, sometimes leaving them apparently sound but ready to crumble and break away at the least strain. If zincs are

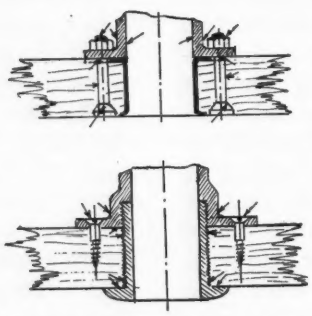


When a shaft is badly worn and rough at bearings or stuffing box it should be replaced. Large shafts may have sleeves shrunk on and bearings bored out to take the increased size

used to prevent electrolysis, new zincs should be put on.

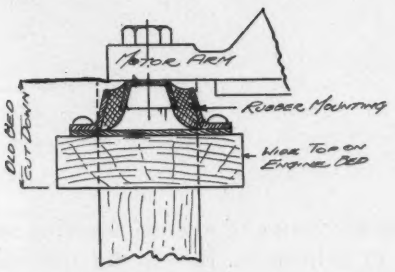
Water scoops must be taken off the hull and inspected. One of the most perplexing instances of motor overheating I ever encountered was due to neglect in observing this simple precaution. Inside the scoop a ball of small black mussels had formed. This ball acted as a check valve to prevent water circulation.

Strut bearings or stern bearings must be renewed if badly worn. How much wear is permitted depends on how fast the wheel turns and on the diameter of the shaft. Wear up to a sixteenth of an inch is not unusual with a shaft two and one-half or three inches in diameter. For high speeds and small shafts, the permissible wear is much less if knocking and vibration are to be prevented. I advise looking at the propeller shaft itself at least once a year to see whether the bearings and packing have scored it badly. Deep scoring of the shaft is a far commoner cause of broken propeller shafts and leaky stuffing boxes than is commonly supposed. A worn propeller shaft can be retained but it is not safe and you are asking for trouble if you keep it in the boat.



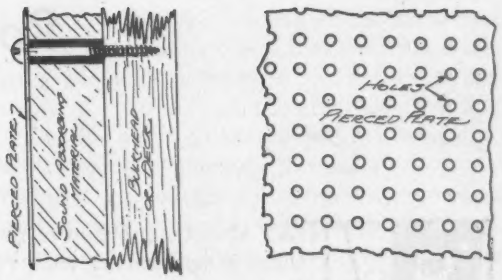
Under water fittings through the planking should be checked for corrosion where indicated by the small arrows on the drawing

Good packing in properly designed stuffing boxes does not have to be renewed every year.



Left, no matter what form of rubber engine mounting is used, extensive bed changes are required to keep the center line of the engine in the same position

Right, this patented sound insulation uses a pierced plate, which allows the sound to travel through it if the holes are of the correct diameter and spacing to retain in position the soft sound insulating material under or behind it



I have seen packing taken from a boat which had covered 70,000 miles without renewal of the packing. It was still in as good condition as it was on the day it was put in.

The deck fittings of the boat should have some attention every year, particularly those fittings which are apt to work loose. When water has a chance to work under feet of stanchions, under cleat bases and other fittings, getting down into the wood of the deck through the space around loose fastenings, rot is apt to start. The working of the loose fastening enlarges the hole so that the holding power of the fastenings is lost.

With regard to the interior accommodation of the boat, we have little to say. Much or nothing need be done, depending on the owner's viewpoint. One spot, however, deserves particular consideration from the standpoint of safety. That spot is the galley. According to popular conception, the engine room is the dangerous point in a boat but records show that the galley, with its stove and cooking, is a more prolific source of fire. If the woodwork around your stove is not well insulated, by all means have this done.

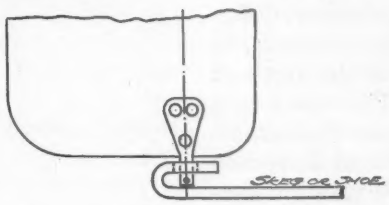
The motor itself is seldom a source of any great trouble today. The modern marine motor, when properly operated and cared for, should run three or four years, at least, without a major overhaul. It may need a valve grinding and carbon job but that is about all. It is the accessories which cause most of the trouble today and they do need attention. Breaker points should be cleaned and the gap properly set, wiring inspected, plugs cleaned or replaced, and plug gaps carefully checked.

The water pump is perhaps the most short-lived part of the modern motor. Sand and grit in the water wear the pump gears quickly. If there has been any tendency toward overheating, check this water pump and put on a new one if the pump gears show wear.

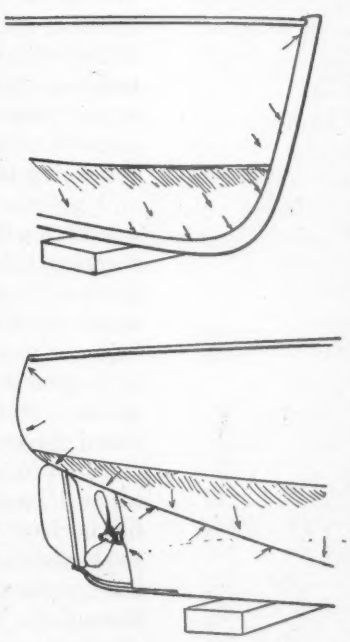
Every inch of rubber hose used in and around the engine should be inspected and renewed if it is soft and mushy. Many modern exhaust installations use high temperature hose either for long leads of the exhaust line or for making flexible connections in the metal pipes. This hose should be looked at, but it is durable when properly installed and should have a life well in excess of five years provided water is always flowing through the hose with the exhaust gas. If only a part of the cooling water from the engine is introduced into the exhaust line, it is imperative to examine this line and make sure that there are no clogging deposits of salt and carbon. I have seen a 2-inch exhaust line choked with carbon and salt so that an ordinary lead pencil could scarcely be passed through the small opening that remained. Hose on the suction lines of water pumps must be in particularly good condition so that they will not collapse due to the pull of the pump on them.

If the motor has been causing more than the usual amount of vibration, it must be lifted from the bed and all the fastenings of the bed itself tightened up. It is not uncommon to find that the bolts in an engine bed are loose and the bed itself a shaky structure instead of a firm and solid one. The bolts which tie the parts of the bed together must all be tight and the nuts set up hard. When the engine is replaced on the bed, it will of course be necessary to realign it with the propeller shaft.

Good fuel tanks and water tanks give little trouble, other than to drain out any deposits which may collect in them. A good tank should have a drain at its lowest point. Thorough washing out of the water tanks once a year is advisable. Gasoline tanks should have been drained in the fall, when the boat was laid up, to decrease the fire hazard in the boat yard, if for no other reason. Gasoline lines should have been drained at the same time to take out any water that may have collected in them. Water will collect in any fuel tank and is not necessarily brought into the tank with the fuel but is the result of condensation of the moisture in the air which enters the tank through the vent as the fuel is used. Any leaky valves in the fuel line must be replaced or have new packing around the valve stems. Or, better yet, replace the old valves with the new type packingless and leak-proof new type valves. A leaky valve in a fuel line is a source of danger.



A construction often used at the lower end of a plate rudder. When corrosion and wear enlarge the hole the rudder will shake and cause vibration



Arrows indicate where rot is often found, but it may be anywhere if unsound wood has been used

Whether the steering gear is of the old-fashioned cable and quadrant or the newer drag link type, it should be looked over. No chances can be taken with the steering gear. Look over every foot of the cable, particularly those parts which bend around sheaves. If any of the strands are broken where the cable wears over the sheaves, that cable should be renewed. Do not replace it by a cable of larger diameter, thinking that the larger the cable, the longer it will wear, for practically the opposite is true. No steering cable breaks because of the direct pull on it; it eventually wears out by being bent around sheaves which are too small for the size of the cable. In replacing steering cable, use galvanized plow steel flexible wire rope rather than phosphor bronze rope. It is cheaper, will last longer and has much less stretch.

The drag link type of steering gear, using a pipe or rod from an arm on the gear to an arm on the tiller, is not entirely foolproof as I myself can testify. These drag links with their clevises and pins are down in the bilge. In many cases, they are ordinary iron pipe and steel pins. Such a rig rusts rapidly and a rusted pin is easily broken. When the pin breaks, the boat is out of control and may ram another boat or a dock. Look over the joints in the drag links and replace parts that show much rusting if you wish to be on the safe side.

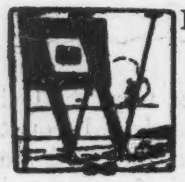
About half the motor boats in use on salt water

(*Continued on page 152*)

Rocking Chair Navigation

By

WILLIAM BARNES HALL



WHAT about a method of navigation in which there is no figuring with variation and deviation and no worrying whether, in changing from true to compass course, the corrections are added or subtracted, or vice versa? Doesn't that sound like the millennium for the amateur yachtsman and navigator? It can really be done by means of a simple curve pasted in the front of your log book, and the data for the curve can be accumulated in a couple of hours any calm afternoon. Of course, like all aids to lazy dispositions, the beneficiary must first expend the extra energy necessary to collect the data for the method; then he may sit back and relax.

So that no one will get the idea that we are proposing to navigate without considering variation and deviation, let us clear the air. Both corrections are used in constructing our navigating curve. After the curve is completed, the corrections may be forgotten and the navigating may be done by almost anyone with normal mind and vision, from the depths of the nearest rocking chair or bunk.

First, let us consider the one and only premise on which the satisfactory performance of the curve hinges — that 90 per cent of vacation and week-end cruising is done in an area where the difference in variation is not more than 3°. Or, to put it another way, that 90 per cent of vacation and week-end cruising is done in an area where the *average* difference in variation is not more than 1½°. For example, in Chesapeake Bay cruising, assume Baltimore as the northern limit and Norfolk the limit on the south. This takes in a large proportion of the Chesapeake and is more than ample for the average cruise. In 1935, the variations at these two points were 8° 15′ W and 6° 30′ W, respectively, or a difference of 1° 45′. If we take an average of the two variations, we have 7° 23′, or, shall we say, 7½°, an error at the extreme limits of the assumed cruising area of not more than one degree. This is well within the range of average steering accuracy for the majority of helmsmen. Seven and one-half degrees, then, would be the figure for variation to be used in constructing a navigating curve for cruising in this area.

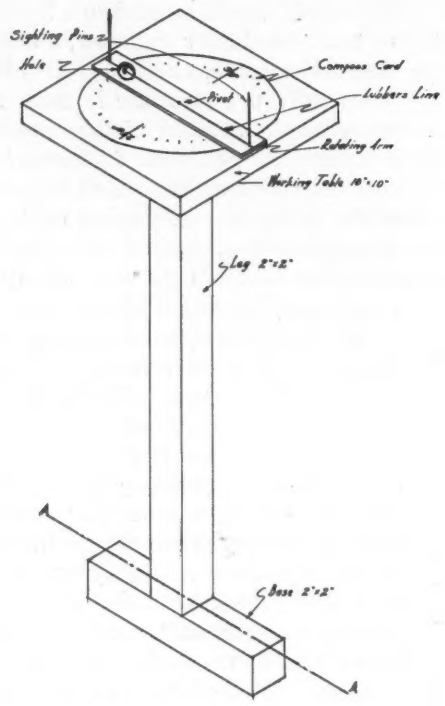


Figure 1. A home-made pelorus

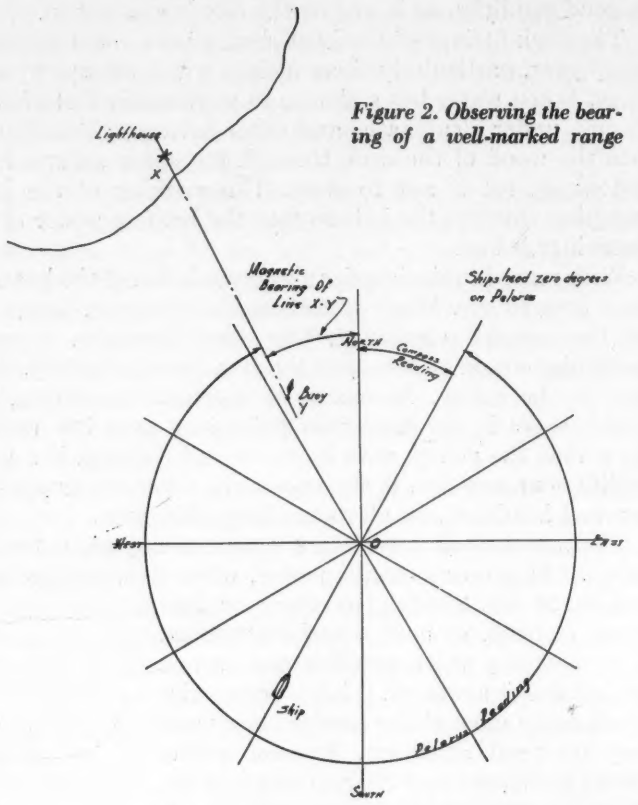


Figure 2. Observing the bearing of a well-marked range

Our variation can always be obtained from the chart simply by taking the figure from the compass rose and making the annual correction necessary to bring it up to date. This is simple enough. Our deviation, however, is something else and must be found for each boat as it depends entirely on local attraction on the boat. The big point to be kept in mind is that, once found, this will not have to be done again unless a major change is made in the location of the engine or compass or in the stowing of the gear. In keeping with the aims of this article, let us work out a simple method of determining the deviation.

A pelorus will be used in collecting our data, so let's make one that will work. This is shown in Figure 1. First, a small working table, about 10″ by 10″, is nailed to the end of a piece of 2″ by 2″ about 4′ long. At the other end is nailed a short piece of 2″ by 2″, as shown. On top of the working table is mounted a compass card so that its lubber's line corresponds with the axis *A-A* of the short piece of 2″ by 2″ at the base of the vertical leg. In use, it is necessary only to stand the pelorus any place on the ship so that the axis *A-A* of the foot corresponds to the lubber's line of the ship and we will know that the ship's head is 0° by the pelorus. A flat horizontal arm is now cut about 8″ long and about twice as thick as a penny ruler. A hole is bored in this directly over the numbers on the compass card so that they may be read through it. A center line is scribed on the flat surface of the arm and near each end a 4″ finishing nail is driven all the way through. Their heads are set in the bottom so that the points stand up as sighting pins and the heads will not rub on

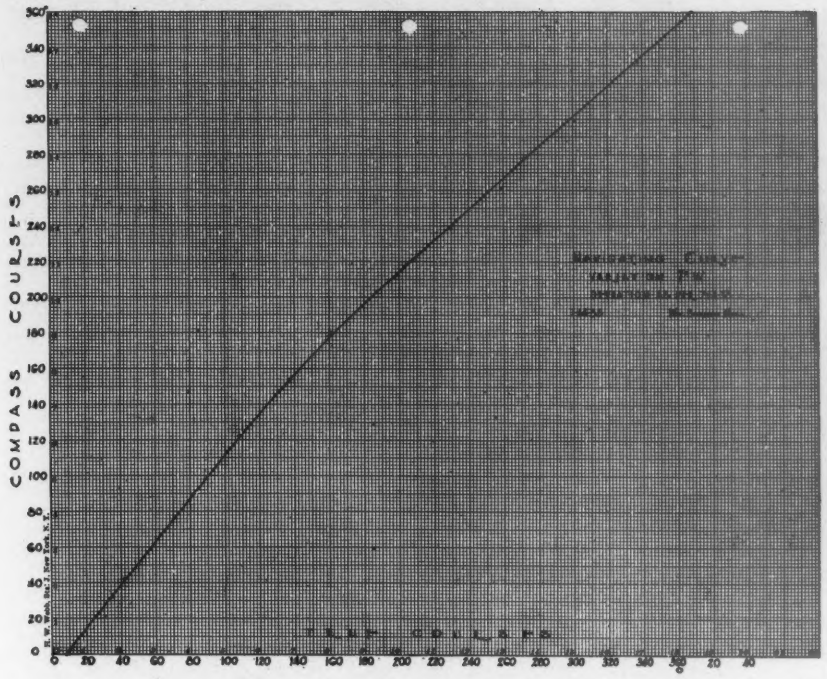


Figure 3. The "Navigating Curve" is plotted from Table 2

the card when the arm is revolved on its central pivot, which is a nail in the working table. The pelorus is now ready for use and we shall find the deviation for your ship, no matter in what waters she may be.

Take the chart and pick a fixed point on land such as a lighthouse, beacon or water tower. Next, pick another point offshore, such as a buoy, lighthouse, etc., around the offshore side of which there is plenty of water in which to maneuver. With parallel rules or a protractor, find the *magnetic* bearing of this course and record it under the heading "Magnetic Bearing From Chart" as shown in column four, Table 1. Next, take the ship offshore, being sure to pick a smooth day, and place her so that the fixed point in the water is between the ship and the fixed point on shore. Be sure to have two others besides yourself on board, one as helmsman, one man to operate the pelorus, and the third to record the data. Take the pelorus to some spot where there is a clear unobstructed view through 360°. The operator holds the vertical leg of the pelorus with one hand while turning the revolving arm with the other. Using compass courses, run at least six courses in both directions, these courses being spaced about 30° apart, as shown in Figure 2. This will give twelve readings. Assume the ship on point *A-B*, approaching point *O* where fixed points *X* and *Y* come into line. The pelorus operator, with the pelorus showing ship's head at zero, sights point *Y* with his sighting pins in line and continues to follow it around until *X* comes into line directly behind *Y*, and the two fixed points and the two sighting pins are all in the same line. At this instant he calls "read," takes a reading of the pelorus and gives it to the recorder. The helmsman also takes a reading of the compass just as he hears the call "read" and gives this to the recorder. This will eliminate any error due to the helmsman not being exactly on the course. As long as he steers a steady course and takes the reading when desired, it is not necessary that he be directly on the course. The recorder puts the readings in Table 1, under the proper headings, and the data is complete.

In Table 1 we now have columns one, two and four complete. From Figure 2 it can be seen that the resulting compass bearing to be recorded in column three is the sum of the ship's head and the pelorus reading or the sum of columns one and two. The deviation, in column five, is the difference between the magnetic bearing of line *XY* from the chart and the compass bearing of the same line found from the test runs. When the resulting compass bearing in column three is smaller than the chart bearing of column four, the compass card has been pulled to the east and the deviation is easterly. The opposite means a westerly deviation.

We now have our deviation and our average variation from the chart and are ready to plot our navigating curve. Draw up Table 2 with headings as shown. Column one will be the same as column one in Table 1. Column two is the average variation for the section for which the curve is being made. Column three is the deviation found from Table 1. Since our table is changing from compass courses to true courses, westerly variation and deviation become minus and easterly become plus. The resultant total is shown in column four. The true courses are then found by summing up columns one and four, the compass course plus or minus the compass error.

Now get a piece of graph or cross-section paper similar to that shown in Figure 3, marking off compass degrees on the vertical line and true degrees on the horizontal line. Plot points from Table 2. For instance, to plot the fifth point in the table, run vertically on compass degrees until you reach 122°, run horizontally on this line until you cross the true degrees line of 108°. Mark the point. To obtain the other points, do the same. Through these points, fair a curve and you are ready to relax and do a little rocking chair navigation. Say you want to run a course from the chart. Take the chart course in degrees and find this number along the base line now known as true courses. Run vertically from this point to the curve. Run horizontally from this point until the line of compass courses is met on which the compass course is read. This is the course to steer to make good the chart course, all corrected for variation and deviation. It can also be used in reverse to change compass courses, such as bearings, to chart courses for plotting. Simple and comfortable, isn't it? Not a brain fag in a three-week cruise if you use this curve. Pasted in the front of your log book, you'll find this one of the handiest little gadgets you've ever had on board.

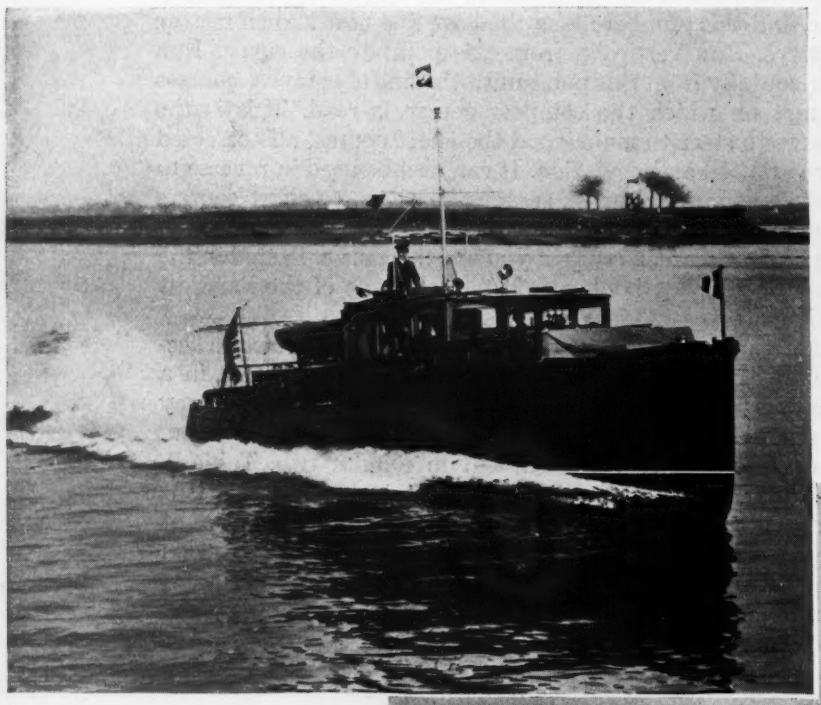
For those who do extensive cruising or who cruise in sections where there is considerable change in variation in a comparatively short distance, a complete set of curves may be made up in a similar manner for each degree of variation. The same deviation is used, but in column two, Table 2, the different variations encountered are substituted. A new curve is made and labeled up for each variation used, so that the proper curve will be used to correspond to the variation shown on the chart for the area where the boat may be at the moment. The curve is used, of course, in exactly the same manner as already described.

TABLE 1

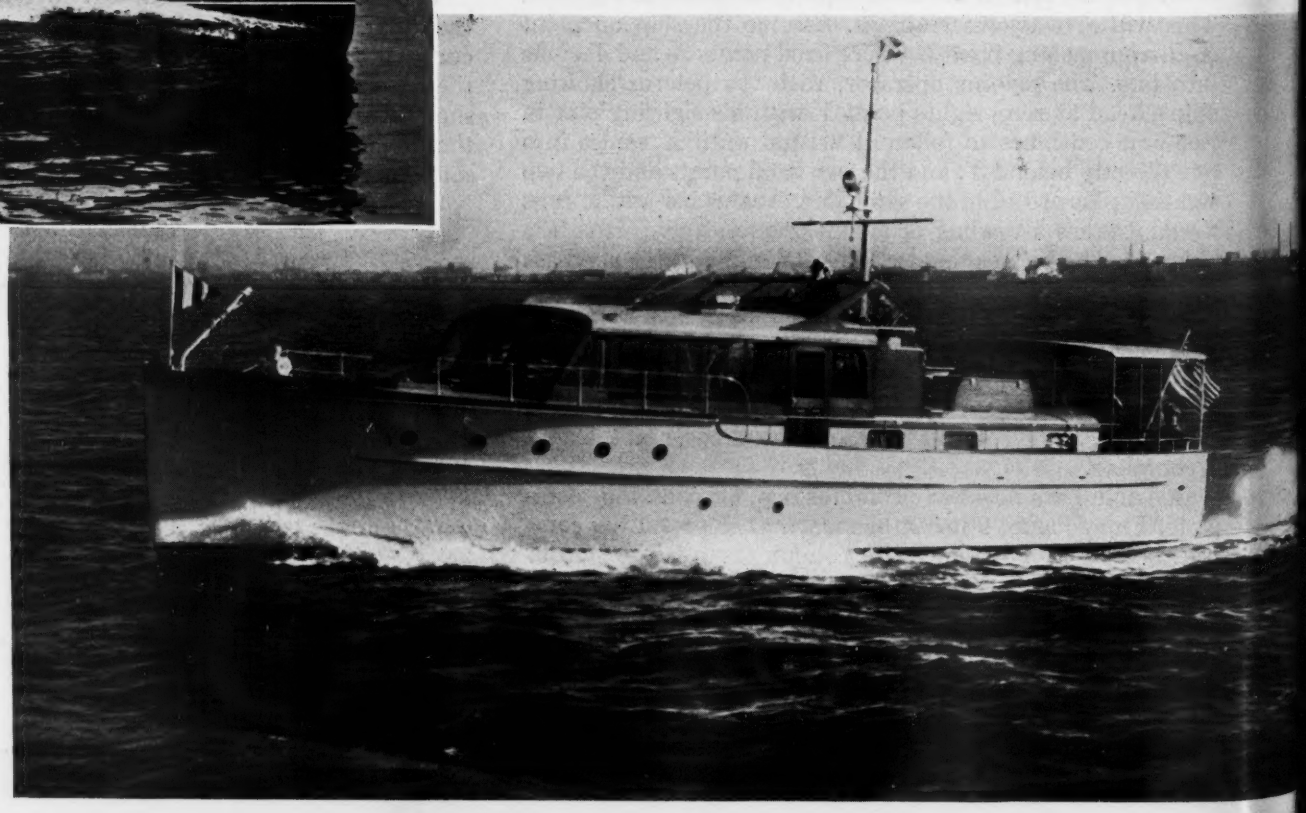
Ship's Head	*Pelorus Reading*	*Resulting Comp. Bear.*	*Mag. Bear. From Chart*	*Total Error*
1	2	3	4	5
0°	267°	267°	282°	15° E
32	240	272	"	10 E
59	218	277	"	5 E
90	193	283	"	1 W
122	167	289	"	7 W
154	138	292	"	10 W
180	114	294	"	12 W
212	77	289	"	7 W
239	45	284	"	2 W
273	4	277	"	5 E
300	334	274	"	8 E
332	298	270	"	12 E

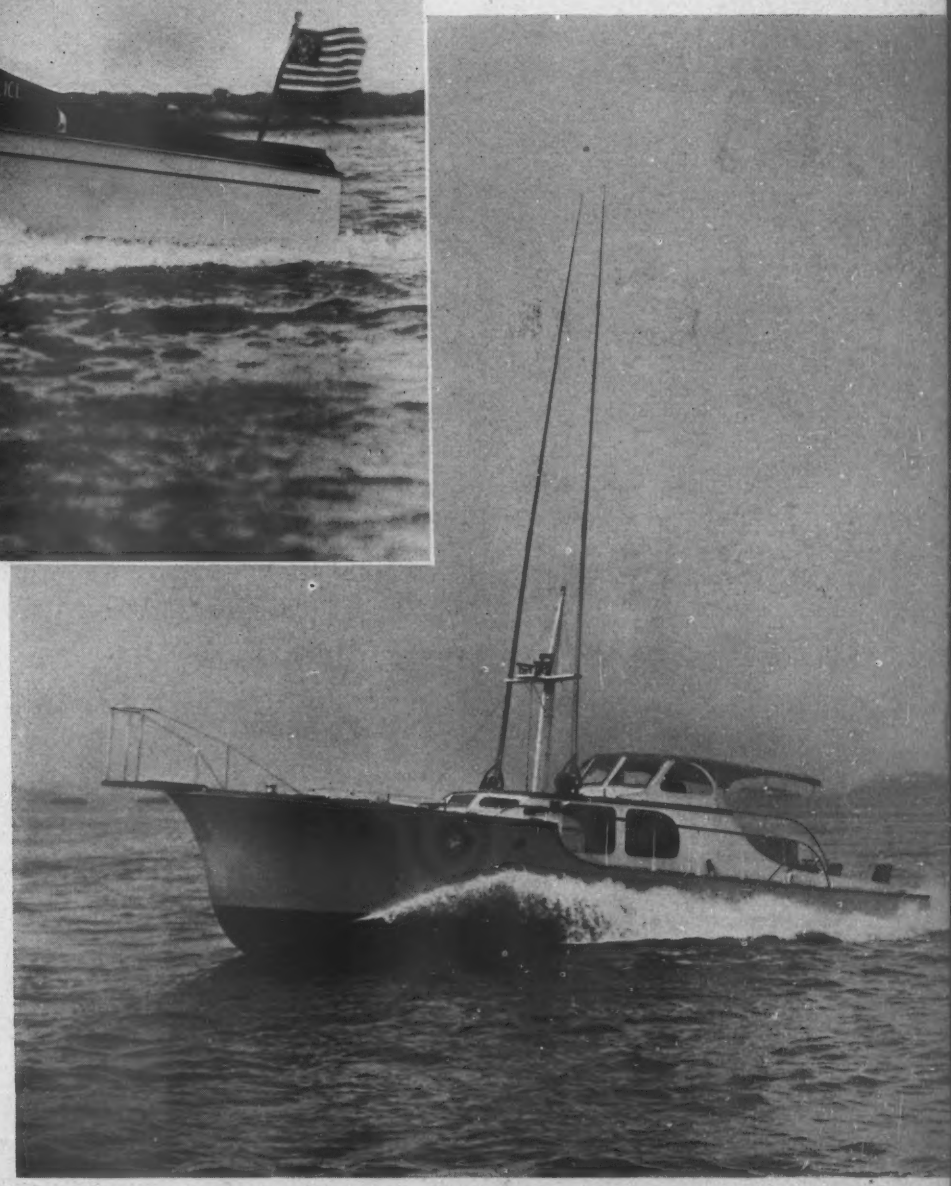
(*Continued on page 158*)

Charles A. Criqui's "Silverheels," a 65-footer powered with two 150 hp. Sterling Crankless Diesels, cruised from Buffalo to Florida this winter. Right, "Jinia II," a "Fairform Flyer" by Huckins Yacht Corporation. Two Scripps 250 hp. V-12 engines drive her 32 m.p.h.

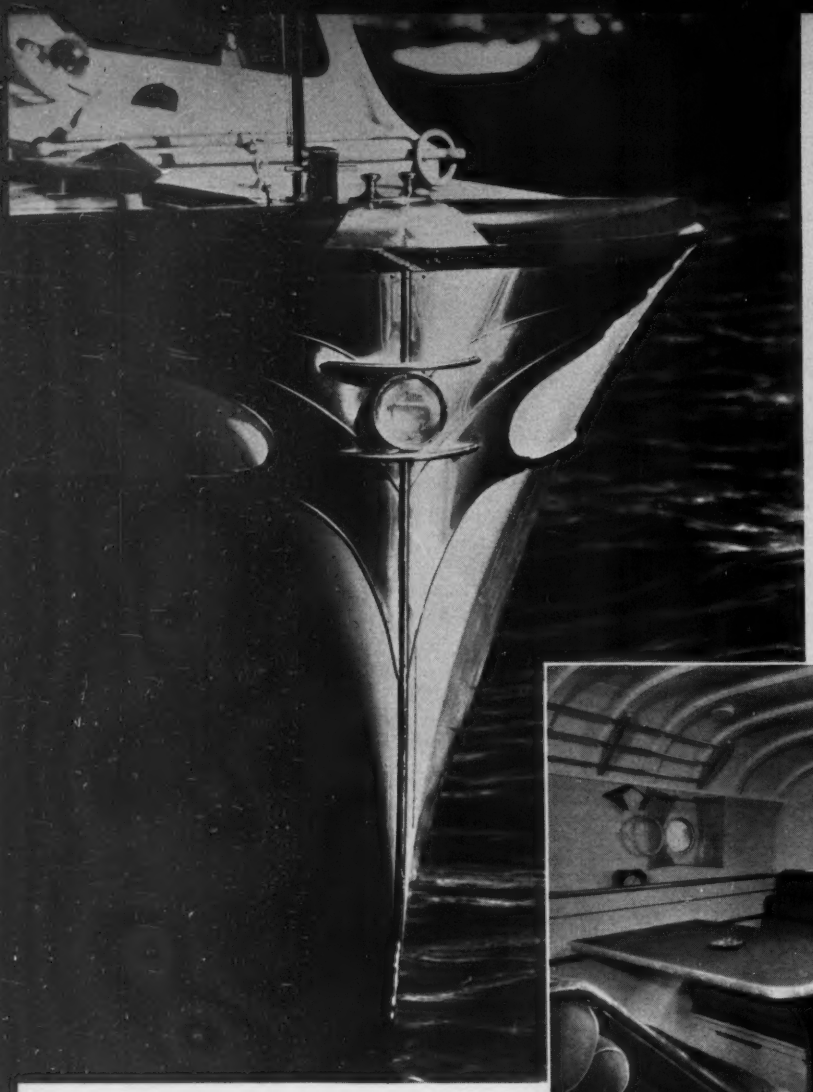


E. G. Lauder's 55-foot "Sans Souci" is now driven by a pair of Hall-Scott "Invader" engines which give her a speed of 24.75 m.p.h. at 2050 r.p.m. Right, one of the new 53-foot twin screw motor yachts by Elco Works.





Top, 48-foot welded steel cruiser designed by Milo Bailey and operated by F. Johnson, of Detroit. Two Kermath 6–288 Diesels, with Upton reduction gears, drive her 16 m.p.h. Above, a Richardson Little Giant Commuter used as a sea-going patrol wagon in Gloucester, Mass. She rescues swim mers, aids disabled craft, patrols yacht race courses and pro-tects waterfront property. She is also used as a fire boat. Right, this Wheeler fisherman is powered with two 325 hp. Lycoming engines which drive her at a speed of 28 miles per hour



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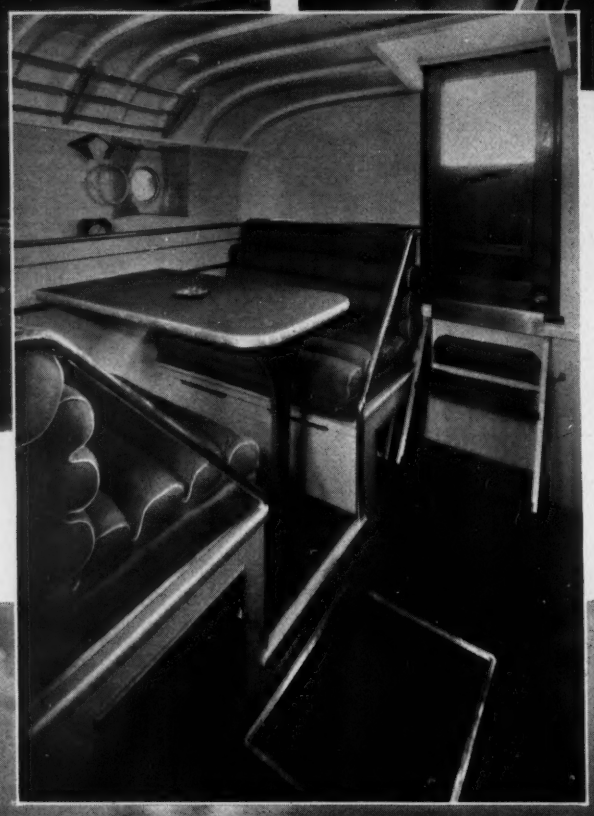


"Dorel II"

Those who remember "Lochinvar," the "Little Luxury Liner," published in "Yachting" for August and September, 1935, and July, 1936, will be interested in this new boat, owned by David V. Potts, of Palm Beach. She was built by Marblehead Boat Company and the hull design is by Eldredge-McInnis, Inc. The upper structure and layout are from plans by S. Lindsay Lord, originator of "Lochinvar." "Dorel II" is a 32-footer, driven by a 6-cylinder reduction gear engine. The photographs show the so-called "barrel bow" and the novel treatment of the interior of the boat

Proposed New Ocean Racing Rule

Adopted by Lake Michigan Yachting Association, and to be Used in Gibson Island Race This Year

By WELLS A. LIPPINCOTT

A NEW measurement rule, recently proposed as an improvement on the Cruising Club of America rule, has been adopted by the Lake Michigan Yachting Association for all cruiser races on Lake Michigan, and for the Gibson Island Race this summer. A measurement rule, if it be of any value, is a highly technical subject and it would take a book to describe the theories, the mathematics, the charts and the complications of rule development. However, a brief discussion of the ideals and purposes which resulted in the development of this rule, as well as an outline of its structure and underlying principles, might be interesting.

As for our ideals, they are simple. We merely wish to provide a measurement rule under which a wide variety of cruising yachts may race on an equal footing. Some like fast boats and are willing to sacrifice, to a degree, cruising comfort and staunchness of construction to speed. Others are primarily interested in cruising comfort and want a heavier boat with more beam and displacement and a short rig, easy to handle. Such a boat will be slower, but she will be built to meet the owner's desires and not to a racing measurement rule. Some like the sense of security and the easy motion of a heavy boat with husky timbers and staunch planking. Others like a Diesel engine and a lighting plant, and so it goes. A poor boat to build for an ocean race, you say. But why? Are we not racing *cruising* yachts? But perhaps that is my mistake and, instead, we are racing cruisers built especially for racing. As a matter of fact, I know that such was never intended to be the case, but the fact remains that the heavier, wider boat, with lower ballast ratio, has been almost rated out of every race sailed under the present Cruising Club rule.

My own preference is for the boat with the greatest amount of cruising comfort and the least amount of canvas. Boats that are over-wide and displace a lot require too much canvas and are too much work to handle to suit my taste. But I defend the right of any man to build and race the kind of boat he wants against the kind of boat any other fellow wants to own, provided, of course, they are all good, average cruising yachts. And to be sure that they be of reasonable proportion and design, maximum as well as minimum proportions have been established. You can't beat the rule by building too light and lean, or too wide and heavy; but between the limits, which are wide, you may build what you like and get an even break.

To illustrate how the minimum and maximum limits work out let us take beam, for instance. Say we have a yacht 55′ over all with a 40′ l.w.l. and a 4 per cent water line of 48′. Her base or minimum beam under the rule will be 12′ 2″ and her maximum beam 13′ 5″. These figures, however, are for the average of the 4 per cent water line beam and l.w.l. beam. If she is of recent design, with easy bilges, she will probably have a 4 per cent beam of 13′ 11″ and a maximum beam of 14′ or a little more. Surely, this is enough beam for cruising comfort but by no stretch of the imagination could such a yacht be called "tubby." Between these limits of minimum and maximum beam the credit to the wider boat is just about enough to offset the resistance due to wetted surface. The amount of this credit for beam in excess of 12′ 2″ is 1.4 times the difference between base and actual beam. If, however, the beam be less than 12′ 2″, the yacht becomes over-narrow for cruising and tends toward the racing hull, and hence takes a penalty of twice the amount by which her beam is less than 12′ 2″. This is about one-third more than the lesser beam is worth to her from the point of view of speed. If, on the other hand, her average beam be greater than 13′ 5″, she is given less than normal credit. There should be no tendency, therefore, to build yachts of extreme dimensions.

As an example of a smaller boat, we shall assume measurements of 39′ over all, 28′ on the load water line, with a 33′ 4 per cent water line. The minimum beam for this boat will be an average of 9′ 5″ and the maximum 10′ 6″. The latter boat may well have a maximum beam up to 11′. If she is down to the minimum in width and is a wall-sided design, her water line beam might be 9′ 3″ and her maximum beam 9′ 8″. These again appear to be reasonable limits for a normal cruiser.

We have, also, endeavored to eliminate the advantage of wealth as far as possible. The lighter hull, with its higher ballast displacement ratio, requires finer workmanship and is more expensive to build, but it is faster. A lead keel costs more than iron, but its use produces a faster boat. On the other hand, a low ballast ratio tends to produce a somewhat more comfortable boat and, in certain localities at least, the iron keel is to be preferred, particularly where rocky, uncharted cruising grounds are met or where the yacht is to be sailed among coral reefs. Such a condition exists on Lake Michigan and on Lake Huron where most of our cruising is done in the rocky, uncharted waters of Georgian Bay and the North Channel. So, because some may be unable to afford the finer, lighter hulls with their more efficient lead keels, and others may prefer the heavier, lower ballast ratio boats or the iron keel, we have rated the high ballast-displacement ratio against the lower ratios and we have compensated the iron keel boat for her lower speed as against similar yachts with lead keels.

Just one more thought in connection with giving an even break to the older and, usually, heavier type of yacht. Most of us will agree that the interests of yachting are best served by keeping alive the enthusiasm of the greatest number. A rule, therefore, which will permit the older boats to compete on an approximately equal footing with those of later design, is desirable. There may have been a time when cruising yachts were used for cruising only, but that day, I hope, is gone forever. The growth of interest in racing has resulted in extensive development and new construction but, under the present rule, has adversely affected the value of the older boats. The cost of the boat is not what one pays the builder, but the difference between the value of the boat one owns and the cost of the new one. I believe that any condition which will keep more boats racing and thus enhance the value of the older boats will be a forward step and will result in progress and new construction. On the other hand, it would definitely retard progress were we to use a rule which would destroy *all* advantage of improvement in design and rig. In general, however, we have endeavored to lean a bit toward the side of conservatism in rating these variables, with the result that the modern, faster, and more slender

yachts of base proportions may still have some slight advantage over wider, heavier and more moderately rigged boats.

While changes and improvements on the new rule will unquestionably be made, we believe that, as a result of the careful balancing of rating factors, the rule is at least an approach to our ultimate goal. Some of these factors can be accurately determined mathematically, while others must, of necessity, be based on experience, judgment and opinion. In setting up the structure and fundamental principles of the rule, we are, I believe, on firm ground. In rating the effect on speed of variations from the standard or base ship, however, we may have erred in many points. The results of races as well as tendencies in design should be carefully studied so that the individual rating factors of the rule may be corrected so that the debits and credits reflect true values.

Yachts should not be built to a measurement rule; rather, a measurement rule should justly handicap all cruisers of reasonable design. Designing to a rule means nothing more or less than designing a boat which will get the greatest possible rating advantage under that rule or, stated otherwise, which takes the greatest possible advantage of the inequalities of the rule. Therefore, a rule to which yachts *can* be designed stands condemned. With a true handicapping rule, there can be no such thing as building to the rule.

In developing the new rule we have worked entirely from a datum plane which might be called the standard yacht. If we are to make comparisons, we must have a basis. If we state that a building is 500 feet high, we must know whether it is 500 feet above sea level or above the street. All such dimensions are comparative. These reference planes are not required when talking about the height of a building, because the custom is to measure a building above the surrounding ground. In the case of yachts, however, we have never had a standard from which to measure variations; without one I believe it impossible to compare potential speeds. And a measurement rule is essentially a speed rating formula.

The framers of the Cruising Club rule used this principle of comparison to a certain extent when they established what they called minimum beam, draft, freeboard and other factors; but they did not complete the job by interrelating all of the factors of sail area and hull design. This we do in the new rule.

A yacht's size might be stated in terms of her beam, her sail area or, in fact, any other dimension common to all. But we have been in the habit of looking upon length as a measure of size (and of speed) and time allowance tables have been established upon that basis. Therefore, in creating the imaginary base yacht, we have established a relationship between her *length* and all other elements of proportion or design. In other words, the base yacht is one whose beam, displacement, sail area, etc., all bear a fixed mathematical relationship to length and are thus mathematically related to each other. The smaller vessels have more beam, more displacement and, necessarily, more sail area per unit of length than the larger ones. In general, the standards established for most of the elements of proportion follow closely those of the Cruising Club rule and care has been taken to provide standards under which penalties are not assessed against boats not penalized by the Cruising Club rule.

Having established our base or standard yacht, we then proceed to determine the effect on speed of variations from this imaginary ship. Since length has been established as the primary measure of a boat's size and speed, it behooves us to be certain that we are correctly determining her length from the speed point of view. The Cruising Club rule established as a measure of length, the length in a plane 4 per cent of a yacht's l.w.l. length above the l.w.l.; but it is obvious that this is not a proper measure as between short- and long-ended boats. Few will deny that of two boats of the same 4 per cent water line length, the short-ended boat, with her longer water line and consequently finer underbody, will be faster than a boat having a shorter water line but the same beam and displacement. Attention should be called at this point to the fact that in considering variations in any measurement factor, all other factors of the yacht must be the same. On the other hand, l.w.l. length alone is an equally incorrect measure of a boat's speed, as it is obvious that, as between two boats with equal l.w.l., the long-ended boat will be the faster.

It was at first proposed that the average of the length at the 4 per cent plane and at the l.w.l. should be used as a measure of length, but further study indicated that l.w.l. length was not quite equal to 4 per cent length as a speed producing factor. Hence, the final decision to use as L an amount equal to .4 l.w.l. plus .6 of 4 per cent length. It might be noted that, while an incorrect measure of length was used in the Cruising Club rule, the error was not appreciable, due to the fact that only .4 of that error found its way into the rating, the basic rating of that rule being .6 square root of sail area plus .4L.

We have, so far, established the theory of a base or standard yacht and have agreed upon an equitable measure of her length. Where do we go from here? Long boats are faster than short boats, but the time allowance table takes care of that. However, of boats of equal length, some are faster than others. It is unfortunate, possibly, that time allowance tables are based on a theoretical rating *length*, because variations in hull design and in rig, which affect the speeds of boats of equal length, really should not be expressed in terms of length. Nevertheless they are, so we must make the best of that. Therefore, we add to a yacht's basic length (L) enough so that if she is as fast as a longer boat of base design, she will have the same rating as the longer boat. Conversely, if she be slower than the base yacht of the same length, we subtract from her L a sufficient amount to compensate for her slower design and rate her as a shorter boat.

Some factors of design, however, increase speed and others retard it. If a given yacht has more than base sail area, she should be faster. If she also has more than base beam, however, the extra beam may cut her speed even below that of the base yacht. We charge her, therefore, with an amount sufficient to cover the speed-increasing value of her greater canvas and credit her with the speed-retarding value of her beam. If the charge for sail area is greater than the credit for beam, her rating is increased by the difference because of her greater *net* speed. Whereas, if the credit for beam is greater than sail area charge, her rating is reduced because she will be slower than the standard to which she is compared. And when we compare all boats with a fixed standard, we are comparing those boats with each other; likewise, because we compare the height of all mountains with the level of the sea, we may, therefore, compare them with each other. In effect, we set up a complete system of debits and credits, the plus or minus result of which ultimately increases or decreases the yacht's rating in accordance with the *net* effect upon her speed of all of her variations from the established standard.

To consider this from a different angle, the only driving force we have is that of the canvas, and the driving force is in proportion to the amount of canvas carried, omitting for the moment all consideration of type of rig. The amount of canvas carried by any yacht may be comparatively too much or too little, depending upon the amount of work to be done by that canvas and the ability of the boat herself to

M. Rosenfeld

A modern cruiser-racer. "Winsome Too" with her new rig

convert the power of canvas into driving force exerted upon the hull.

So we charge the boat, first, with the power of her canvas and we credit or debit her with the more or less than standard resistances of her hull. It might be said that if a yacht having a comparatively high charge for canvas is given beam, displacement and freeboard credit equal in amount to her sail area charge, she is then of normal or standard rig. In other words, if she has much canvas, because that canvas has much work to do she is not over-canvassed and does not take a net sail area charge. If, however, she has more than base sail area and a hull of the slender proportions of the base yacht, she would necessarily be faster than a base yacht with normal canvas and, receiving no credit for beam or displacement, would take a net sail area charge or increase in rating.

I have referred to the force created by canvas, the conversion of that force into driving power, and the resistances of the hull to being driven. Each of these must be evaluated and rated. The first depends upon area of canvas and the effectiveness of that canvas. We can measure the area, but the effectiveness is hard to determine. We know today that lofty rigs are, generally speaking, more effective than those of squatty proportions; but, so far, our only means of rating the differences between these two is in our mast height debits and credits for jib-headed mainsails.

Cutters are, on the whole, faster with a given area of canvas than schooners, yawls and ketches, and yawls are faster than ketches or schooners. Stated otherwise, it takes fewer square feet of canvas to drive a given hull if that canvas be in a cutter rig than if the boat is rigged as a schooner. We have developed a system of rig allowances to compensate for these differences in effectiveness. If we establish the rig allowance of a yawl at .97, we are reducing the rating of her canvas by multiplying the square root of her sail area by .97. We are thus charging her, not with the square root of the actual area of her canvas, but rather with the effective force which that area is capable of producing in the form of each of the various rigs. We have so used the rig allowances in this rule by subtracting the square root of "base sail area" from the square root of measured sail area times rig allowance. This difference constitutes the *S*, or sail area charge.

The question of ability to convert the force created by wind on canvas into power to drive the hull is largely a matter of stability. Unfortunately, stability depends upon many factors which cannot be accurately determined by any simple form of measurement. However, we now partially rate a yacht's stability by taking into account her ballast-displacement ratio, her draft, and her freeboard. The rating of freeboard, however, has to do with windage as well as the distance of the weight of deck and gear above the water line. Possibly at some future time, a single formula for stability will be worked out which will interrelate the four measurable factors of stability, namely: beam, ballast-displacement ratio, draft and (to a lesser extent) freeboard. The principal factors of hull resistances which we are able to determine, measure and rate, are beam, displacement and the resistances of propeller drag and aperture.

To say that all of these have been correctly analyzed and evaluated would be a gross exaggeration. On the other hand, we believe that the credits and debits of this rule are far more accurate than any in use heretofore. They are the result of two years of intensive research, analysis, and study and reflect the thought and opinion of a number of eminent yachtsmen and designers.

Happily, the structure of the rule is such that, as experience proves individual values to be wrong, each may be independently corrected. Should we find that heavy displacement boats are consistently defeating lighter boats, or that designers are designing high displacement boats for racing purposes, we would be reasonably certain that the

(*Continued on page 146*)

Under the Lee of the Longboat

By "SPUN YARN"

I WAS probably wrong in my assumption that the choice of the name *Ranger* for the new "J" boat would ruffle the feelings of our British cousins. Weston Martyr, famous English archer and former sailor, writes me that he doubts if one in ten thousand of his countrymen will understand the implications of the new boat's name and adds, "I never heard of *Ranger*, nor Paul Jones, either. Sounds like some damned Welshman. Forgive my ignorance, but our history books never mention any awkward little affairs that happened in the past."

That was an eloquent and seductive article that Fred Gardiner wrote for the February issue under the title, "After All, Why Not?" He maintained that a man may own and sail a boat for almost nothing a year, and he invited doubters to come into the sport, scaling down their ambitions if need be. Good advice, backed by sound doctrine. Well, you'd scarcely believe it, but a previously contented subscriber took Fred's article as a text and wrote the editor an indignant letter. Said that if YACHTING doesn't quit publishing articles of that sort the waterways will soon be as crowded as the highways, and then what will become of the real yachtsmen who went afloat long ago and resent being crowded by *hoi polloi?* I may be able to answer the question. These birds — if any exist in addition to the indignant subscriber — can take up gliding. From what I've seen and heard of it, gliding is the next best sport to sailing, and I have a notion that it heightens anybody's superiority complex.

Which reminds me that because of remarks made recently on the subject of fast versus slow cruisers I've been accused of being a blasted old snob. I hope it isn't so, but if it is I don't see what a liking for close-winded boats has to do with it. I admire in a boat those qualities which make her faster and abler than her sisters. From the largest to the smallest, I'd rather sail in one that will go to windward than in one that won't. I don't attempt to deny that it's money that makes the mare go or that a boat's performance is improved when she sails through a flock of banknotes. But that has nothing to do with my contention, which is, in essence, that a small, smart single-sticker is more fun to sail than an emperor's barge with gyro stabilizers, cloth of gold squaresails, and mink-lined headroom.

One of my scouts reports that entries in the Bayside-Block Island auxiliary race have been falling off of late years and attributes the declining interest to too generous gasoline allowances. The other side of the argument appears to be that the Block Island event has suffered from a multiplicity of other long distance races. As I don't want to become involved in any controversy, I'll offer no comment of my own except to say that sailing races are okey and motor boat races are dokey, but that auxiliary races don't seem to be okey-dokey. Be that as it may, my scout informs me that in the Bayside race many of the competitors get enough fuel to carry them three-quarters of the distance and that one good mechanic in the race is better than a dozen sailors. Not wanting, as said above, to get mixed up in this, I merely make an innocent suggestion. Why not in the next race give a prospective entrant the option of entering either one of two divisions, one division to be supplied with the present fuel allowance and the other with a half of that amount, the prizes in the two divisions being of equal rank and honor?

At an informal meeting of the Lee Rail Vikings the other night, three academic questions came up for discussion. The first was whether a man's spoken word should be as good as his written contract. This was decided in the affirmative, but only after the debate had made it plain that the moral atmosphere of the Christian world has changed recently and that a contract is no longer worth the paper it is written on. The second resolution, passed unanimously, was as follows: "Resolved, that it is ethical to put a penny in a blind man's cup and take out a nickel change." Immediately thereafter the Vikings voted to pack any race committee whose rulings sustain the constitution and by-laws of the club.

By the way, a friend in Tasmania writes that Lee Rail Vikings are not unknown in the Antipodes. Hi there, New Zealand, what's the dirt down under?

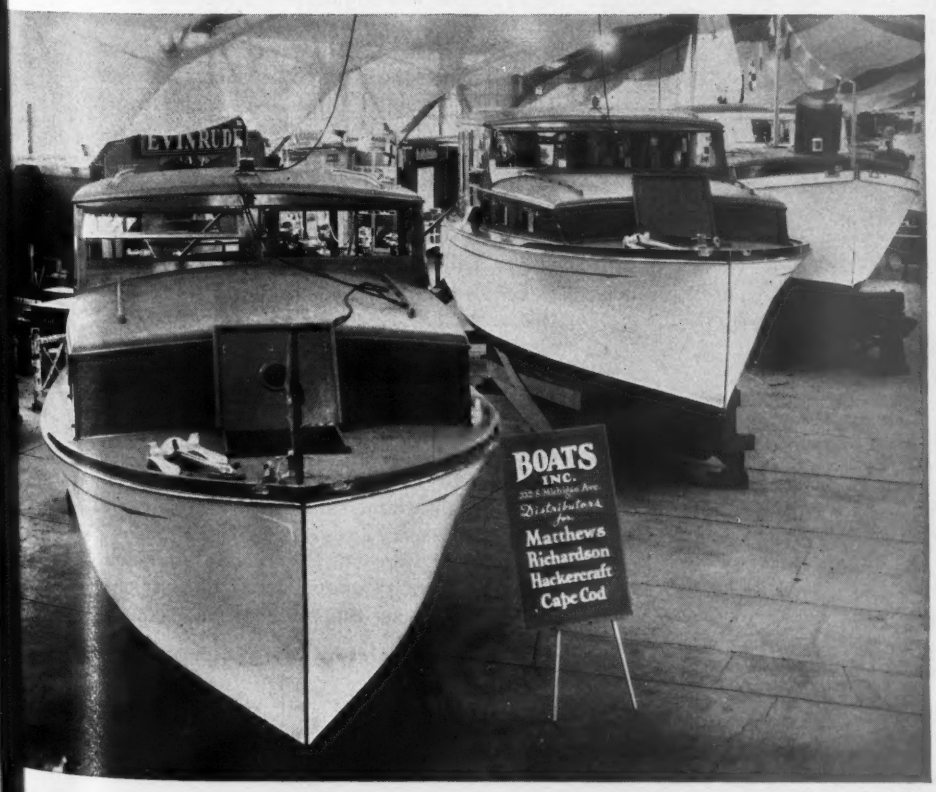
To change the subject, I had a letter from Commodore Thompson of the Miami Y. C. asking my opinion of the Miami-Nassau race, and wrote him that it is up. The race got off to a bad start in 1934, when an unlooked-for gale blew away the mists of publicity and revealed only three yachts in a fleet of twelve that were able to go the distance. It was then that I took a crack at it. But the Miami and Nassau clubs have gone about the recurring events in a workmanlike manner, and this winter's race drew a record fleet in numbers, ability, and diversity. The fixture now has a rosy future, and the sponsors have my hearty congratulations and humble obeisances.

Enthusiastic crowds jammed Navy Pier every evening inspecting the exhibits

Crowds Visit Chicago Boat Show

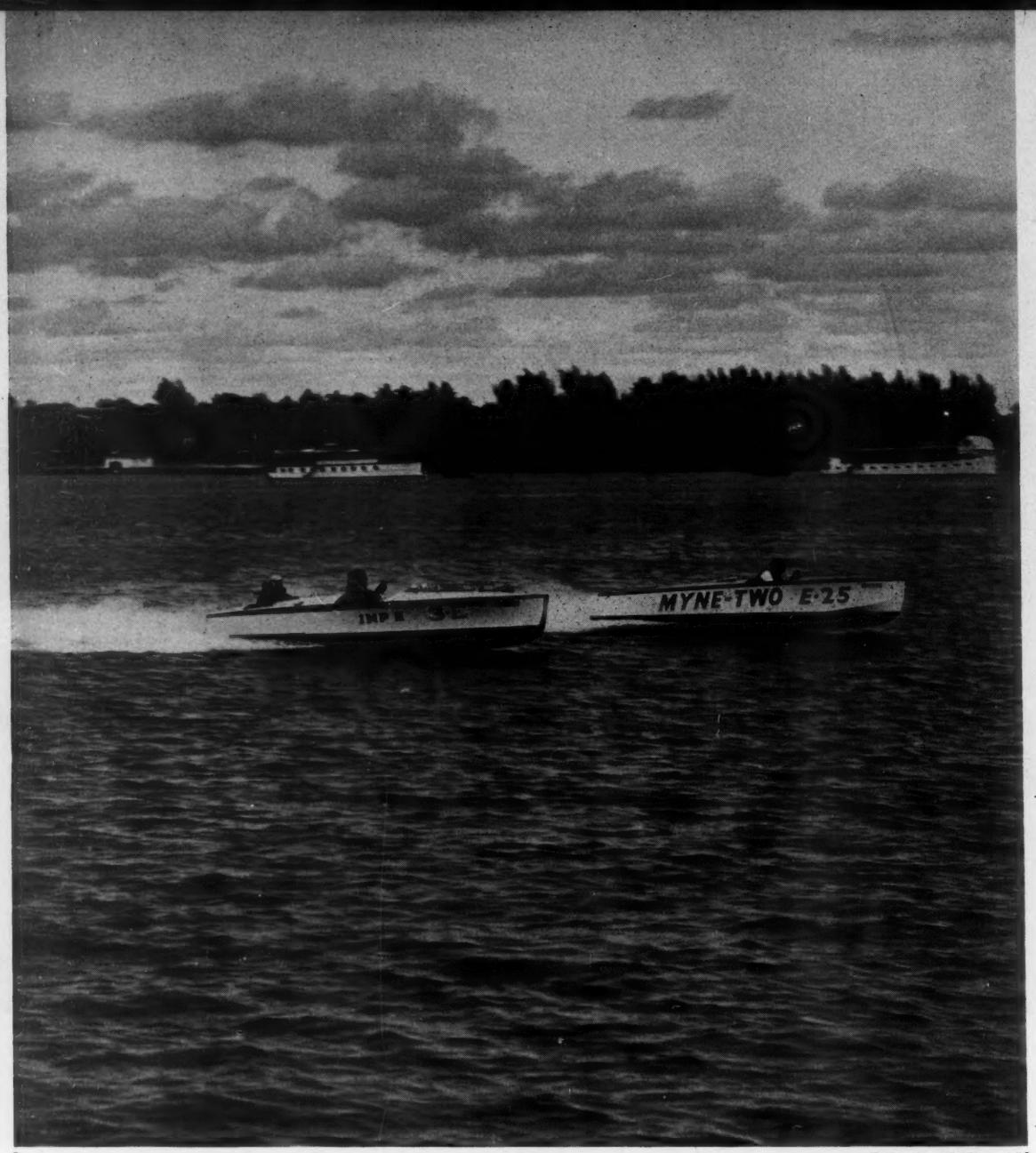
HELD two months earlier than in past years and opening only six weeks after the National Motor Boat Show, in New York, the eighth annual National Boat and Sports Show, in Chicago, was a great success. The attendance was much higher than ever before and the number of exhibitors greater than in former years. The quarter-mile length of Navy Pier was filled with exhibits of boats, engines and accessories and the keen attention displayed by the crowds of visitors indicates the great growth of interest in boating on the Great Lakes and in the Mississippi Valley.

In staging future shows in Chicago, the same early date will be adhered to, according to Hubbard H. Erickson, who managed the exhibition just closed. Preceding the active buying season, sales at the show were reported surprisingly good and many of the firms exhibiting declared that their production capacity is already being taxed.



Motor cruisers of many types and sizes were on display

Among those exhibiting were the following: The Anchorage, Inc., Bendix Marine Products Co., Boats, Inc., The Buda Co., Burger Boat Co., Cape Cod Ship Building Co., Century Boat Co., Champion Motors Co., Chicago Marine Garage Co., Chris-Craft Corp., Chrysler Corp., Columbian Bronze Corp., Combiths & Co., Continental Motor Corp., Robert Crist Co., Cummins Engine Co., Dunphy Boat Corp., Enterprise Oil Co., Gil Boat Co., Gray Marine Motor Co., Great Lakes Boat Building Corp., Herreshoff Manufacturing Co., Hunter Boat Co., International Paint Co., Inc., Jay Lubrication Corp., Johnson Motor Co., Kainer & Co., Dane Kremer Co., Liggett Boat Co., The Matthews Co., Michigan Wheel Co., National Supply Co., New Bedford Cordage Co., Northill Co., Outboard Motors Corp., Penn Yan Boat Co., Peterson Boat Works, Pioneer Gen-E-Motor Corp., Richardson Boat Co., Robinson Marine Construction Co., Simplicity Boat Hoist, Tanner Boat Works, The Texas Co., Universal Motor Co., Willis Co., Gar Wood, Inc., Woolsey Paint & Color Co., Zenith Radio Corp.



Photos by M. Rosenfeld

"Myne-Two" and "Imp II" cross the starting line in the Class E runabout race at Palm Beach

The Month in Yachting

The Palm Beach Regatta

IN SPITE of two postponements of the outboard races, due to high winds and rough water, the thirtieth annual Palm Beach regatta was completed February 23rd with a new world's record set for the 225 hydroplane class.

Black Imp III, a newcomer in this group, owned by E. D. Weeks of Des Moines and driven by Dr. R. H. Herman, of Cincinnati, covered the second heat of the five-mile course in 5:06⅖, a speed of 58:747 m.p.h. This betters the record of 57:877 m.p.h. set by Philip Geis's *La Cucaracha* at Red Bank last August. Winning three firsts, *Black Imp III* easily carried off first honors among the "225's," with *Miss Behave*, owned by C. F. Schwarm, of Cincinnati, second, and Hugh Gingras, Jr.'s, new *Snail III*, from Rockledge, Florida, third.

In the Class E runabouts, Forrest Johnson, of Miami, driving the Lycoming-powered *Myne-Two* which he had recently built for John Charles Thomas, nosed out Mrs. Jack Rutherfurd's *Imp*. *Myne-Two's* fastest heat was at 45:731 m.p.h. Mr. and Mrs. Rutherfurd fittingly finished one two on the home waters in the free-for-all with *Jay Dee*, the Rutherfurd and Dunn sweepstakes racer, registering 55:866 m.p.h. and *Miss Columbia* five miles an hour slower.

Harry W. Young, of West Palm Beach, picked up three firsts in the Prigg Invitation event, while John Charles Thomas's *Masquerader* was second. The trophy for the winner of the Prigg chance races at Palm Beach and Miami is to be a new Prigg stock runabout.

With two firsts and a third, Gar Wood, Jr., finished high point man in the Class A outboards though Frank Vincent, of Tulsa, turned in one heat at 40:799 m.p.h. Marshall Eldridge, of East Weymouth, Mass., won out over a field of eight in Class B with a first, a second, and a third. Dick Neal, of Kansas City, captured the first two heats in Class C from Eldridge in split second finishes but his motor failed in the last heat and Eldridge also won in this class. Neal took the Class F title over Eldridge with a speed of 50:167 m.p.h.

Though motor troubles prevented his getting in the money, Worth Boggeman's Texas-labeled boat trailer, which had come on from Fort Worth, aroused much interest and envy among the Palm Beach fans.

John Charles Thomas was awarded the second leg on the Henry L. Doherty Cup for the highest point total in the runabout and hydroplane classes.

There were excellent breezes for the sailing events on Sunday, February 21st. The Siesta Trophy, for the Moth Class, was won by *Jane T.*, owned by Bob Brown, Miami. Oliver Holmes' *Sea Hag*, from West Palm Beach, led the sail area class with a first and two seconds. N. N. Songers' *Naughty Lady*, also with a first and two seconds, finished first in the Snipes. *Nicotine* and *Ruth*, both of Miami, skippered by Jack Price and James Ryder, took first honors in the Suicide and Cricket Classes, respectively. As the final wind-up to a good day of racing, Ruth Mathews, of Miami, sailed *Barbara* to a close win over *Naughty Lady*.

The races were run by the Palm Beach Yacht Club with Commodore Lynn S. Nichols officiating as general chairman of the regatta.

VIVYAN HALL

The model of Harold S. Vanderbilt's Class J yacht "Ranger," building at Bath, Maine, for the defense of the America's Cup

The Sunburn Regatta

THE Frostbite dinghy sailors are a hardy lot. They love the sting of icy spray, the biting chill of nor'westers fresh off the frozen land, and the trickle of melting snow down their necks. Yeah, but they love Biscayne Bay a lot better!

Half a hundred of them migrated down there the latter part of February and spent a grand week of racing, not to mention a bit of fishing, sightseeing, swimming and picnicking on the side, in the annual Sunburn Dinghy Regatta which was a part of the fiftieth anniversary program of the Biscayne Bay Yacht Club.

The racing, whether it was the real purpose or just the pretext for the trip South for many of the sailors, was of the very best, and Biscayne Bay served up a splendid variety of weather, from the strong breeze of the opening day through all sorts of conditions down to that rare one for the locality, a very light air.

Two classes, X and D, were the backbone of the fleet. The only other boats were a pair of open Class B craft in which Wirth Munroe's *Tropical Disturbance* had everything pretty much her own way.

The story of the Class D racing is a story of Bill Dyer running wild. In the first day's racing, in a heavy breeze, young Vic Romagna and his crew, Bob Baruch, of Bermuda Race fame, found things much to their liking as they constituted more ballast than any other pair in the class and took the lead on points for that day, but from there on nobody could hold Dyer. Sailing his *Flying Dutchman*, with Mrs. Dyer and Miss Mary Elizabeth Reid alternating as crew, he won four of the seven races the second day, and five out of seven on each of the last two days.

In a class where the opposition included Bill Swan, Romagna, Deane Fox, of Brown University, Sam Register and other good skippers, this was something of an achievement. Others occasionally took an odd race, and some of them gave him a consistent run for his money throughout, but Dyer took the lead the second day and increased it until he finished the series nearly 30 points ahead of his nearest rival. This was Bill Swan, sailing Charles Lang's *Betelgeuse*, with Miss Charlotte Reid as crew. Sam Register finished the series third, nearly as far behind Swan as Swan was behind Dyer.

In Class X it was another story. It was a battle all the way through between Sam Wetherill and Scotty Isdale, with Wetherill holding a precarious lead until a mistake the last afternoon cost him the series.

Wetherill, in *More Nonsense*, worked out a nice lead the first day, but in the second day's sailing Isdale, with Mrs. Isdale as crew in *Queen Mary*, did the major share of the winning and came up to within two points of Wetherill. At the end of the third day Sam had worked out a ten-point lead again, and he did well in the morning races of the final day and looked like a winner at lunch time. Then, between races in the afternoon, the race committee announced a change of course to meet altered weather conditions, and out of the fleet of more than a dozen boats in Class X, two skippers, Wetherill and Sam Gayley, missed the cue. Not only missed it, but stuck to their error and sailed the wrong course all the way.

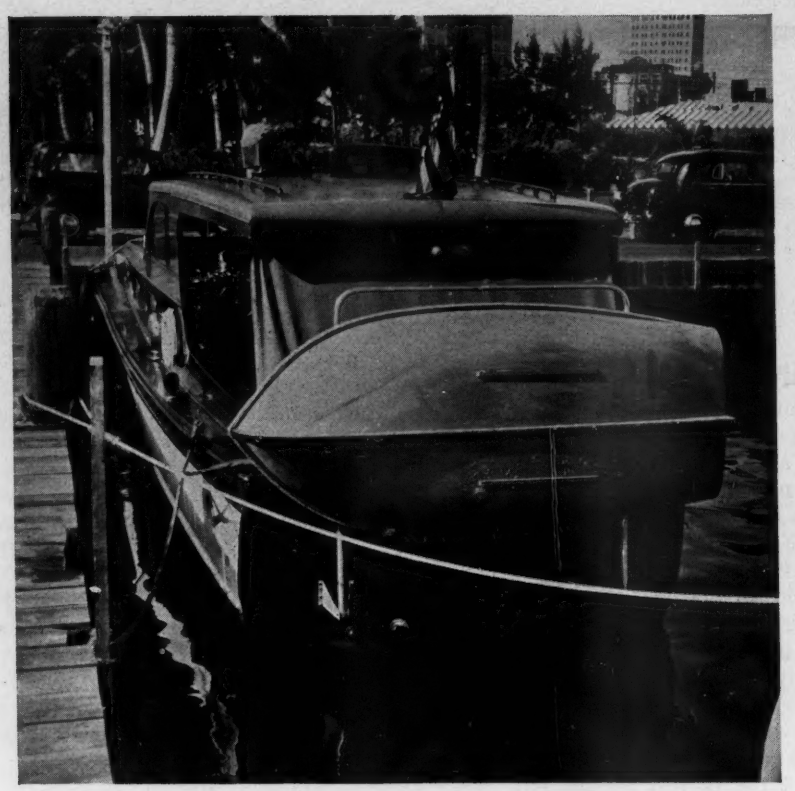
That break was all Isdale needed. He had been sailing splendidly all the way through and, despite a couple of bad breaks in luck earlier in the series, was up where he took first place in the race in which Wetherill lost out and maintained it to the finish. As it was, Isdale finished the series just three points ahead of Wetherill. Bob Bavier, who had been sailing consistently well with his daughter Margery as crew (and occasionally as skipper), was third for the series, about fifteen points behind Wetherill.

So much for the main events, except to mention that Wirth Munroe took all but four races in the four days from A. G. Herreshoff's *Chick*. There was also a long-distance race, a trans-Biscayne Bay event of some seven miles which started in a light, fair breeze and ended in the rain. Two canny skippers, who played the tide conditions along the shore of Key Biscayne, just after the start off Mrs. Willis Wood's private harbor there, took the lead in their respective classes and came home winners by long margins. They were Bob Bavier, in Class X, and Hammond Gibson, of Easton, Md., in Class D.

Good as the racing was — and with Jack Semple heading the club race committee it was of the best — it wasn't all there was to do by a long shot. The visitors enjoyed two luncheons, complete with swims and other entertainment, on Key Biscayne as guests of Commodore Hugh Matheson, at his annual chowder party, and of Mrs. Willis Wood, on the day of the distance race. And when they weren't doing any of these things they found

"Black Imp III" won in the 225 Class and set a new heat record at 58.747 m.p.h.

One solution of the dinghy problem for the motor cruiser of moderate size



plenty to amuse them ashore or out in the Gulf Stream where the sailfish and smaller fry were just waiting to be caught. Ted Hoster was the prize fisherman of the party, with a 59-pound sailfish, but several others got their share.

The Biscayne Bay Yacht Club's Sunburn Regatta is well established as an annual event, and promises to draw more and more dinghy sailors each winter. Some thirty boats took part altogether, but as some of them sailed in only one or two days' races the following summary does not contain the complete list.

CLASS D

Boat and owner	*Points*
Flying Dutchman, W. J. H. Dyer	247
Betelgeuse, Chas. Lang	219
Galosh, Sam Register	191
Nor'easter, Hammond Gibson	184
Scusi, V. A. Romagna, Jr.	162
Cublet II, Marston Keeler	122
Tejerita, Ted Hoster	111
Dipit, Arnold Hoffman	104
Brunonia, Deane K. Fox	101
No. 107, Fletcher Garlock	37

CLASS X

Queen Mary, George Isdale	255
More Nonsense, Sam Wetherill	252
Flapper, R. N. Bavier	237
Firefly, Alex Gest	217
Wow, H. C. Hall	203
Exit, Robert Townsend	163
Tub, George E. Ratsey	160
Jest, Mrs. Willis Wood	153
Port, Hugh Matheson	126
Fifty-fifty, Vivyan Hall	82
Western Cloud, George Strong	74
Superstition, Sam Gayley	52

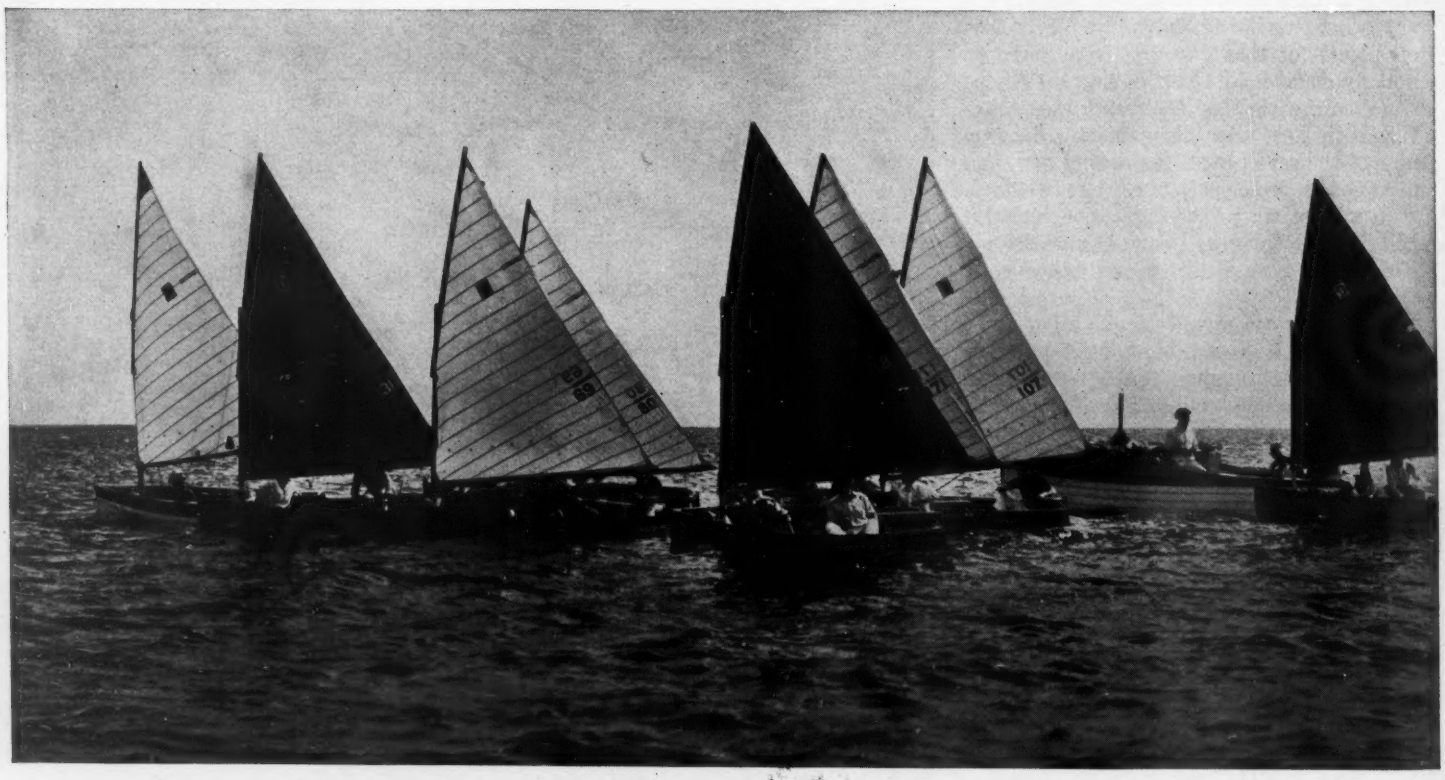
WILLIAM H. TAYLOR

Four Lakes Defends Ice Yacht Trophy

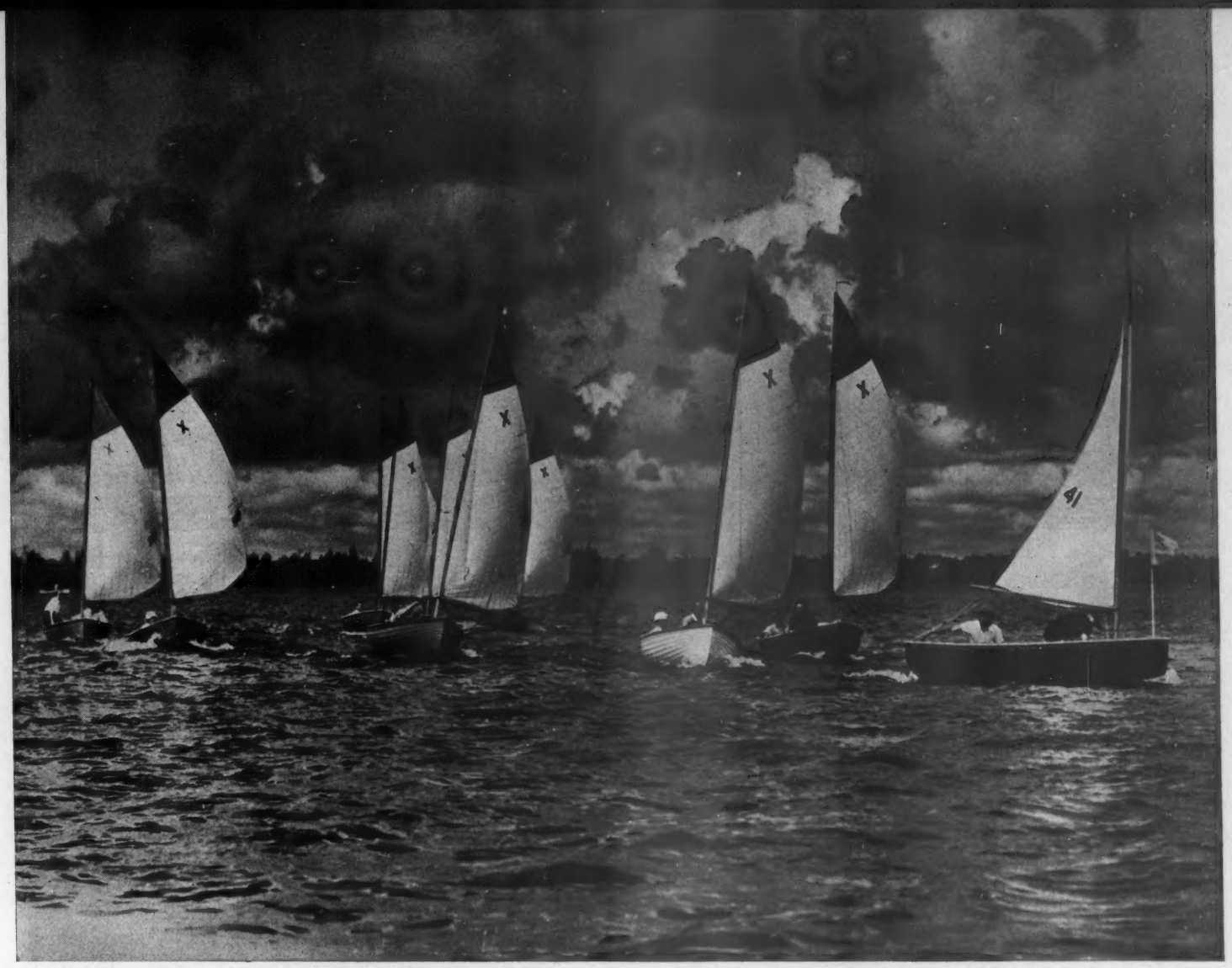
THE Four Lakes Ice Yacht Club of Madison, Wis., successfully defended the International Hearst Ice Yacht Challenge Cup, turning back two challengers and a substitute, and wrote a new page in the history of the trophy with forward steerers. The defi for the cup, presented in 1903, was made by the Beau Skeeter Yacht Club of Williams Bay, Wis., and the race was sailed on Lake Mendota, February 13th, 14th and 15th.

According to the conditions of the deed of gift, the series was decided by the winner of three out of five races over 20-mile windward and return courses. The victory of the Madison craft was the result of three straight firsts and as many seconds. There were two defenders and two challengers, but a mishap to one of the challengers brought a third boat into the field.

Madison's crack team was Frederic Jungbluth's *Fritz*, sailed by Carl Bernard, and Perry Fess's *Miss Alice*, with the veterans Andy Flom and Frank Tetzlaff in the crew. Named in the bid were the front-steerers *Holy Smoke III*, a 150-rater, piloted by Donald Campbell, and the 175-square-footer *Kol-Master*, sailed by Harry Melges. The sub-



Class D dinghies in a close start at the Sunburn Regatta of the Biscayne Bay Yacht Club



Among the Class X dinghies there was a constant battle for the lead and the result was in doubt until the final race

stitute was the "skeeter" with 100 square feet of sail, *Su Jac III*, with H. V. Fitzcharles at the tiller.

Throughout the series, sail area was a predominant factor. Heavy wind favored the big defenders. With 450 square feet of sail, *Miss Alice* made light of the hefty blow that threatened the other craft in the opening race and won easily. Her time was 65 minutes.

Fritz finished second, after being righted following an eventless spill. Preferring shelter to the race, *Kol-Master* relinquished her share of the challenge to *Holy Smoke III*. The wind proved too much for this light racing machine and bowled her over. Her mast snapped and the inverted backbone came down on the pilot. Campbell was taken to a hospital immediately but was released as his injuries appeared to be slight. Next day, however, it was found that he had several broken ribs in addition to the head lacerations.

Kol-Master and *Su Jac III* went into action the next day against the defenders, but found that they could not head them in heavy wind. *Fritz* topped the competition and the co-defender was close behind.

On the third day of racing, heavy wind again enabled *Miss Alice* to score. In this event, she made the best time of the series, 56:12. Eased through the hard blow, the light weather co-defender was 4:11 behind. *Kol-Master* sailed well, considering wind conditions, and was four seconds behind the second boat. When *Miss Alice* was crossing the finish line, *Su Jac* was about to start the windward leg of the last lap. J. J. FANTA

The Blue Water Medal

AT ITS regular meeting held in New York on March 4th the Cruising Club of America voted to award the Blue Water Medal to the French yachtsman Marin-Marie, for his Transatlantic voyage in the motor cruiser *Arielle*. Marin-Marie left New York, single-handed, in his 42-foot Diesel-driven yacht *Arielle* on July 23rd, 1935, and arrived at Havre, France, eighteen days later. In 1933 he sailed alone in his cutter *Winnibelle* from Brest to Madeira and thence to the Windward Islands and on to New York, taking 64 days for the voyage.

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A.P.B.A. News

AT a recent meeting of the Council of the American Power Boat Association, an important change in the method of scoring boats in the Gold Cup Race was decided on. It will serve to prevent loafing in the third heat by a boat which has enough points to win merely by finishing the heat. The new rule says:

"In each heat the boats shall be awarded the number of points for their position of finishing as is specified in the A.P.B.A. rules for scoring heat races — 400 for first, 300 for second, 225 for third, etc. In addition: (1) that boat which has completed the entire 90-mile race in the fastest time shall be awarded an additional 400 points, and (2) that boat which has completed a 30-mile heat in the fastest time shall be awarded an additional 400 points. The boat which has scored the highest aggregate number of points shall be the winner of the match."

In this way, a boat which has had mechanical difficulties and has failed to finish one of the earlier heats may return to the race and have a chance of winning by making the fastest time of the race in the second or third heat. In any event, it means that in the third heat all the boats must keep going at their best speed.

The Townsend and Ferguson Medals for outboard drivers will again be in competition this year. These are the two most coveted trophies in the outboard world. In addition, Melvin Crook, manager of the New York region, has offered a "Regional Manager's Trophy" for the outboard driver who secures the greatest number of points in the New York State circuit of sanctioned races to be held by the American Power Boat Association this year.

The membership rule, adopted by the Council, provides that any inboard or outboard driver competing for any A.P.B.A. trophy must be a subscribing member of the A.P.B.A. or an individual member of the N.O.A. and a member in good standing of a club affiliated with the A.P.B.A. or the N.O.A. If he does not belong to such a club, he must be an associate member of the A.P.B.A.

This rule applies to all of the A.P.B.A. challenge cups, perpetual trophies, special awards and to the Townsend, Rochester, Ferguson, Green and other outboard trophies.

EDITORIAL

"Yankee" Re-Rigged

THE announcement, recently made, that Gerard B. Lambert's *Yankee* will begin the racing season with a radically different sail plan stimulates new interest in the impending choice of an America's Cup defender. The principal change consists in moving the 1930 "J" boat's mast forward six and a half feet and thus converting her from cutter to sloop rig. Elimination of the staysail and concentration of driving power in an augmented jib will, it is hoped, improve the yacht's chances on the wind. The concomitant increase in the size of her mainsail, amounting to 500 square feet, should add seconds to her speed directly off the wind. Reduction of the running rigging by one pair of headsail sheets and a pair of backstays may possibly shorten the time required to tack and jibe, although the established efficiency of a "J" boat's crew is so keen that this saving is unlikely to amount to more than a split second in each such maneuver.

In combination, the changes may be ascribed as a tacit admission on the part of *Yankee's* owner and her designer, Frank C. Paine, that drastic measures have to be adopted to lift a supposedly outbuilt racer to a parity with *Ranger* and the two *Endeavours*. But they also indicate that in making his first try for defense of the Cup, Mr. Lambert will proceed with a whole-hearted determination to do his utmost. Whatever betides—whether *Yankee* sticks to her new rig or, as may readily be accomplished, reverts to the one she used last summer — there will be first class racing in the trials which precede nomination of the defender.

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Who Said "Mechanical"?

DO YOU remember 'way back in 1930 when they dubbed *Enterprise* a "mechanical sloop" merely because she had a couple of winches below deck? Well, it's worth a visit to any builder's yard this spring just to see the gadgets that are going into the new sail boats. They all, of course, have chemical fire fighting equipment, and they all have speed indicators of the so-called "steam gauge" type. Many have refrigerating machines, and some have air conditioning outfits so elaborately efficient that it takes a ferret with a fine pair of eyes to follow the ducts into all the cabins and compartments. Charlie Noble, who has worked alone for so many years, now has an electric blower to help him pep up the fire in the galley range. Electric lighting sets are standard equipment, but these haven't been sized small enough yet for sailing dinghies. Some small cruisers have electric sanitary systems, and not a few have "Metal Mikes." And all except the class racers have internal combustion engines, some mounted on rubber and some installed within specially sound-proofed bulkheads. Yes, the mechanical sail boat is here to stay. And by the way, don't laugh if you hear a Sweet Young Thing say, "Oh, look at that pretty motor boat. I mean the chemically safeguarded, magnetically rated, hydraulically sanitated, electrically steered, mechanically propelled one with sails."

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The Blue Water Award

ONCE again the Cruising Club of America has made a wise and happy award of its most distinguished gift—the Blue Water Medal. The recipient is the Frenchman Marin-Marie, who is cited for his seamanship in crossing the Atlantic single-handed in eighteen days in his motor boat *Arielle*. Of the fourteen awards of the Blue Water Medal which have been made since 1923, two have now gone to Frenchmen, three to Englishmen, one to a Dane, and the rest to Americans. In all these awards none has previously been made in recognition of a feat of seamanship under power. Marin-Marie had previously crossed the ocean single-handed in his cutter *Winnibelle*, and that his demonstrated ingenuity and ability entitle him to the honor now accorded him none will be likely to deny.

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A "Composite" One-Design Class

THAT is an interesting experiment now being made by the committee in charge of the Yankee One-Design Class in Boston. Naval architects were invited to submit designs for a racing yacht of moderate size to be built at a comparatively low price, the plans to be submitted anonymously and to be known to the committee only by numbers. After consideration by the committee, the plans are to be analyzed and a composite plan is to be secretly drawn which, it is hoped, will comprise all the good features of what are considered the best boats in the competition.

What the final design will be, we have no means of knowing, but it will be a most difficult task to incorporate in a single design all the supposedly good features of the plans from which the unknown architect will work. Merely averaging the dimensions of hull and rig will not necessarily produce a good boat; there will have to be creative ability on the part of the man who draws the final plans.

Yachtsmen all over the country will watch with great interest the result of this unique experiment and the final test will be in the racing ability of the boat produced.

IN THE WORLD OF YACHTING

WILLIAM L. STEWART, JR.

BILL STEWART'S first sailing experience was at the tender age of eight, when he raided his mother's linen closet to make a sail for a derelict skiff which he had patched up by himself. In this nondescript craft, he put to sea from Brighton Beach, on Terminal Island, California. He made good progress seaward, which was to leeward. When he started on the return trip, however, he discovered what going to windward means and had to dismantle the rig and work his way back to shore with his oars. This adventure did not meet with parental approval.

Later, he sailed with his uncle, Alfred C. Stewart, in the latter's 50-foot yawl "Winsome." Then he spent two summers at a summer school which specialized in naval training and entered upon a period in which there was scant time for the joys of sailing. This included a year at Stanford University, a wartime stretch of flying in the United States Army, two years in the oil fields and four years of study, swimming and water polo at the Massachusetts Institute of Technology. This was before there was the present sailing activity at that institution of learning.

Back in California, in 1930 Stewart bought the schooner "Miss Tacoma," a long-lined craft with easy bilges though heavily built. He rebuilt her and rēnamed her "Paisano" and entered her in numerous offshore races, driving her with characteristic ardor. In 1935 he built his "dream ship," the schooner "Santana," and in her he has been "going places." She finished second in the Honolulu Race last summer and in January broke the 23-year-old record of the sloop "Siwash" for the 67-mile jaunt around Catalina Island.

His zeal has created interest in cruising races among the yachtsmen of Southern California and he has played a leading part in the development of the Los Angeles Yacht Club. He was unanimously elected commodore of that organization this year. He is also a member of the California and the Coronado Yacht Clubs.

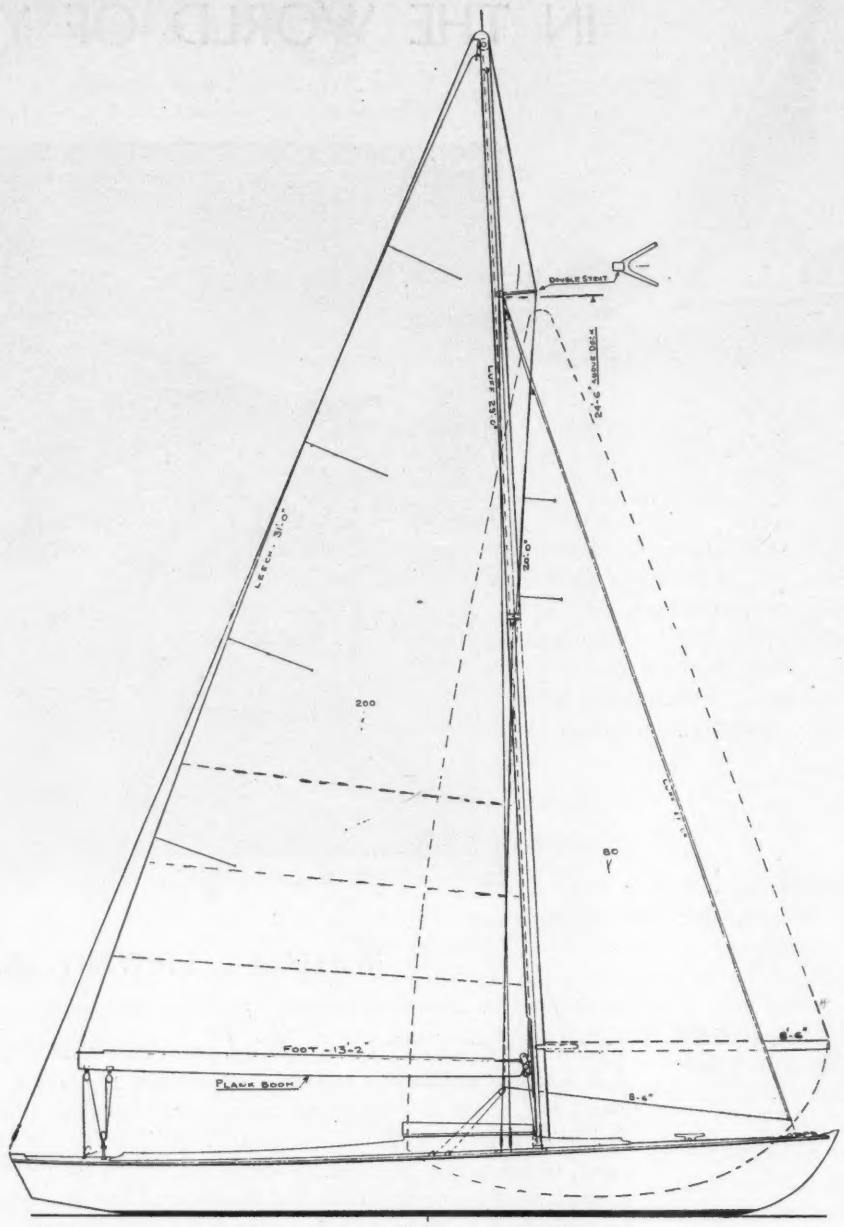
A One-Design Class for the Great South Bay

A CONTRACT was recently placed with the Central Shipyard, of Lawrence, L. I., for the construction of ten of the boats shown on this page. They are from the board of Francis Sweisguth, naval architect of New Rochelle, N. Y. The new boats are 24′ 0″ in length over all, 18′ 0″ on the water line, 7′ 1″ beam and 1′ 10″ draft with the centerboard up. The area of the working sails is 280 square feet.

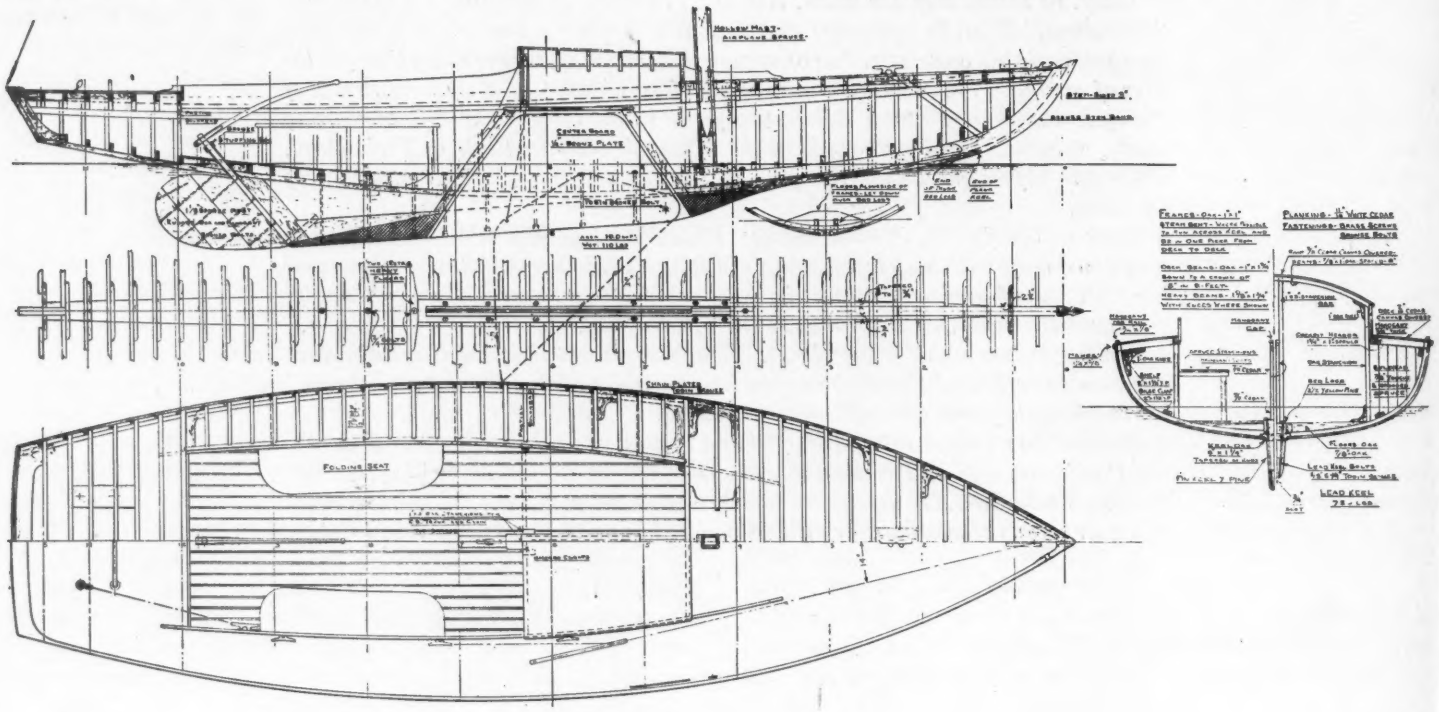
Construction is to rigid specifications, calling for frames, floors, deck beams and knees of oak, and deck and outside planking of white cedar. Cockpit coaming, transom and trim are of mahogany. The planking is screw-fastened and all fastenings are of brass or bronze. The centerboard is a bronze plate ¼″ thick. The mast is a hollow rectangular spar 34′ 3″ in length and standing rigging and halliards are of stainless steel wire rope. The lead keel weighs 750 pounds.

The Executive Committee of the Great South Bay Yachting Association unanimously approved these plans at a joint meeting with the new boat committee and recommended the boats to the members of the clubs of the association. The boat is designed with two objects in view: to be a seaworthy boat for general sailing and to be fast enough to make interesting racing. She is particularly adapted to the conditions found on the Great South Bay and she should be fast. The roomy cockpit assures comfort both when racing or cruising, while the cuddy affords ample storage space as well as a place of shelter at night. The intention of the committee was to produce a boat into which the juniors could graduate from the Cape Cod Class and other small craft.

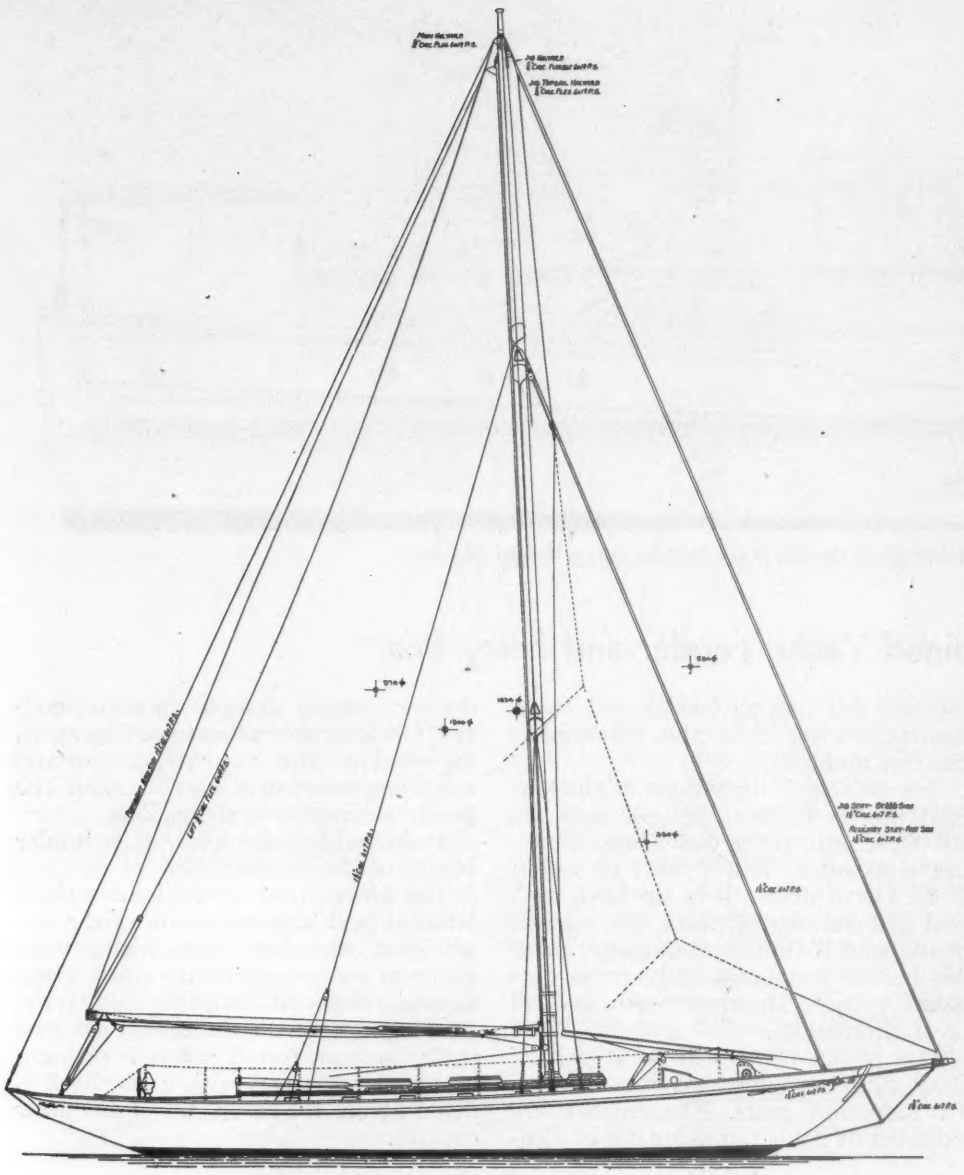
While those interested have endeavored to keep the price down, quality of construction has not been sacrificed to attain this end.



The new boat carries 280 square feet of canvas in her working sails. Below, the construction plan and sections



The plans reproduced in this section are the property of the designers under whose name they appear. For further information concerning any design address the naval architect in question.



Sail plan and, below, accommodation plans of "Zaida"

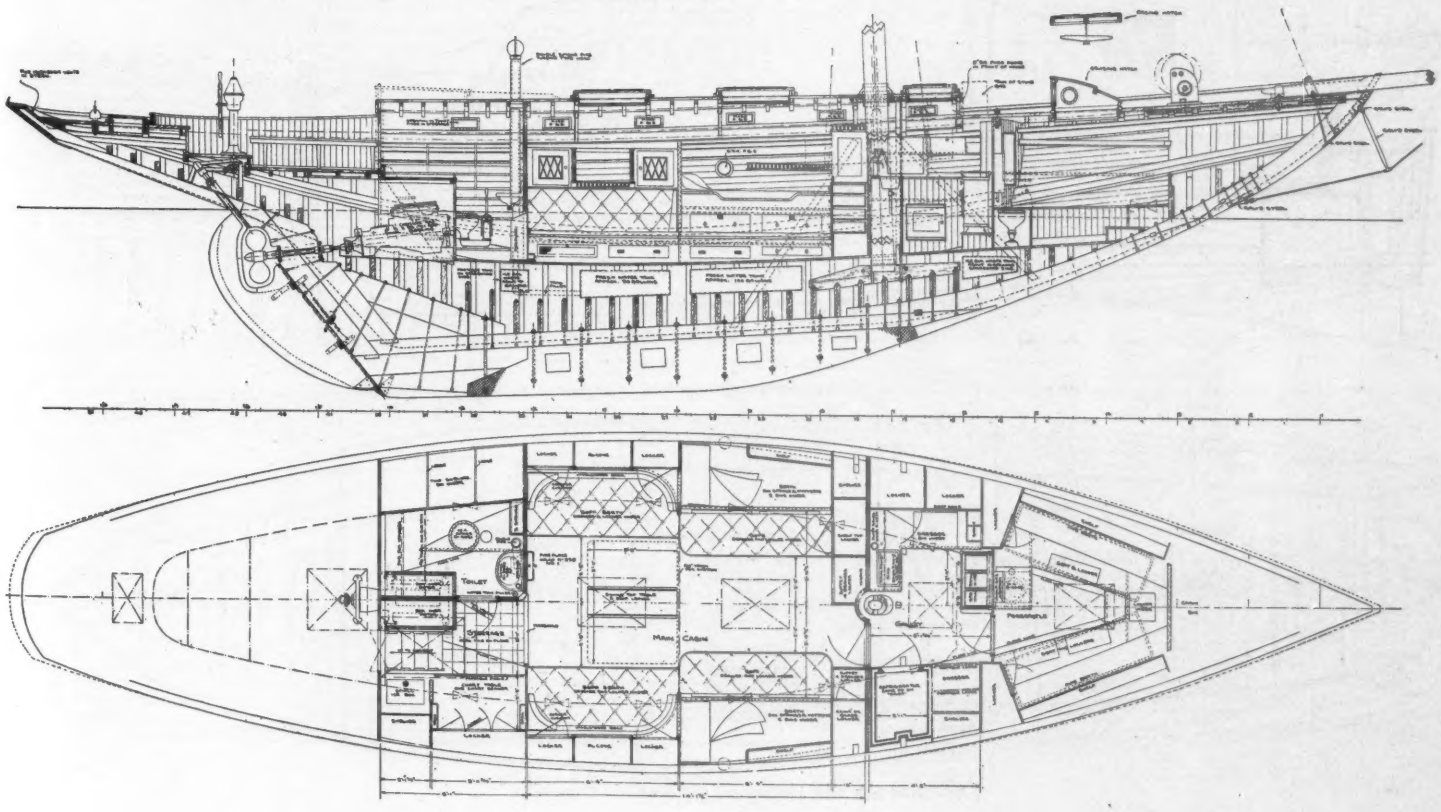
The New "Zaida"

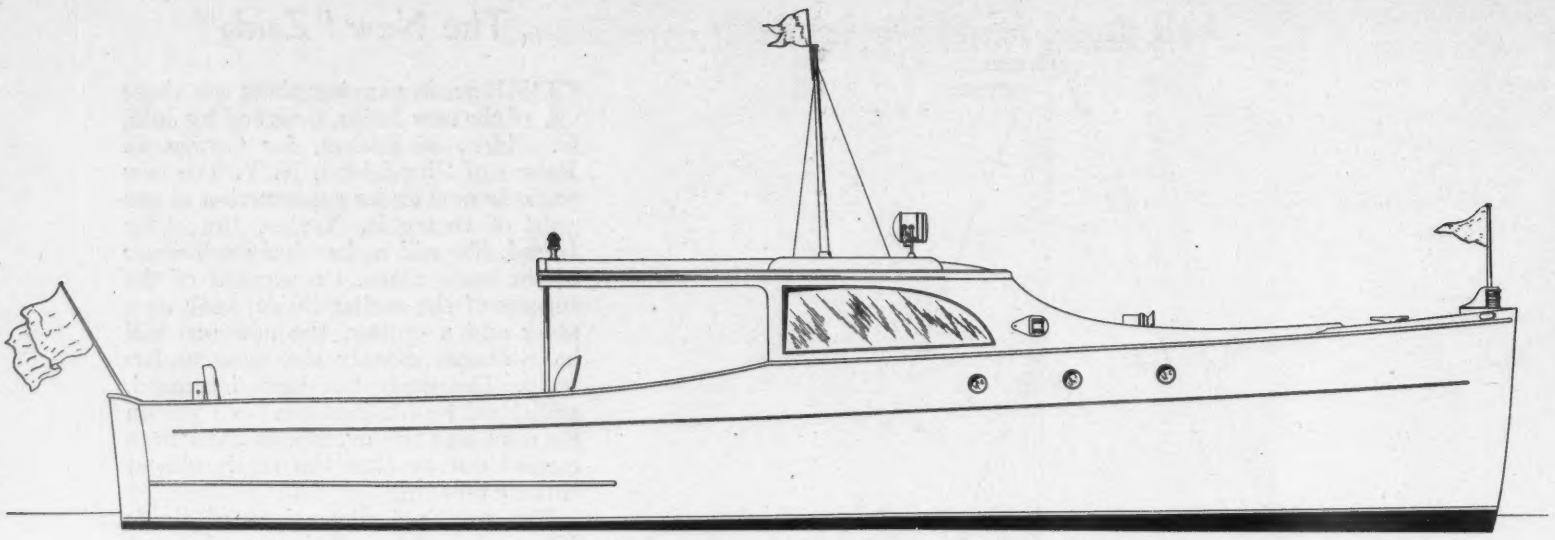
THE accompanying plans are those of the new *Zaida*, designed by John G. Alden, of Boston, for George E. Ratsey of City Island, N. Y. The new yacht is now under construction at the yard of Henry B. Nevins, Inc., City Island. She will replace her predecessor of the same name. On account of the success of the earlier *Zaida*, both as a racer and a cruiser, the new one will have almost exactly the same underbody. The draft has been increased, additional lead ballast has been put on the keel and the overhangs have been carried out so that the rig is almost entirely inboard.

The principal dimensions of *Zaida III*, as she will be called, are as follows: Length over all, 57′ 11″; length on the water line, 41′ 0″; beam, 14′ 2″; draft, 7′ 8″. Construction is of the best, with mahogany outside planking, teak decks and outside lead ballast. In casting the lead keel, rectangular holes, instead of notches, have been made. The top of the lead thus forms a continuous surface making a better joint against the wood keel than if notches were left.

The new boat should be comfortable as well as fast and should sail at a small angle of heel. She will be entered in the various coastwise races and will have a favorable rating.

The arrangement plan shows a large open cabin, about 16′ in length, a good sized toilet room aft, a big galley, and berths for two paid hands forward. The house is low and quite narrow. The engine is a Chrysler Ace, with 2.56:1 reduction gear. The sail area is 1834 square feet, 970 in the main, 330 in the staysail and 534 in the quadrilateral jib.





Outboard profile of the new motor boat for Perry Mackay Sturges

A Combined Yacht Tender and Ferry Boat

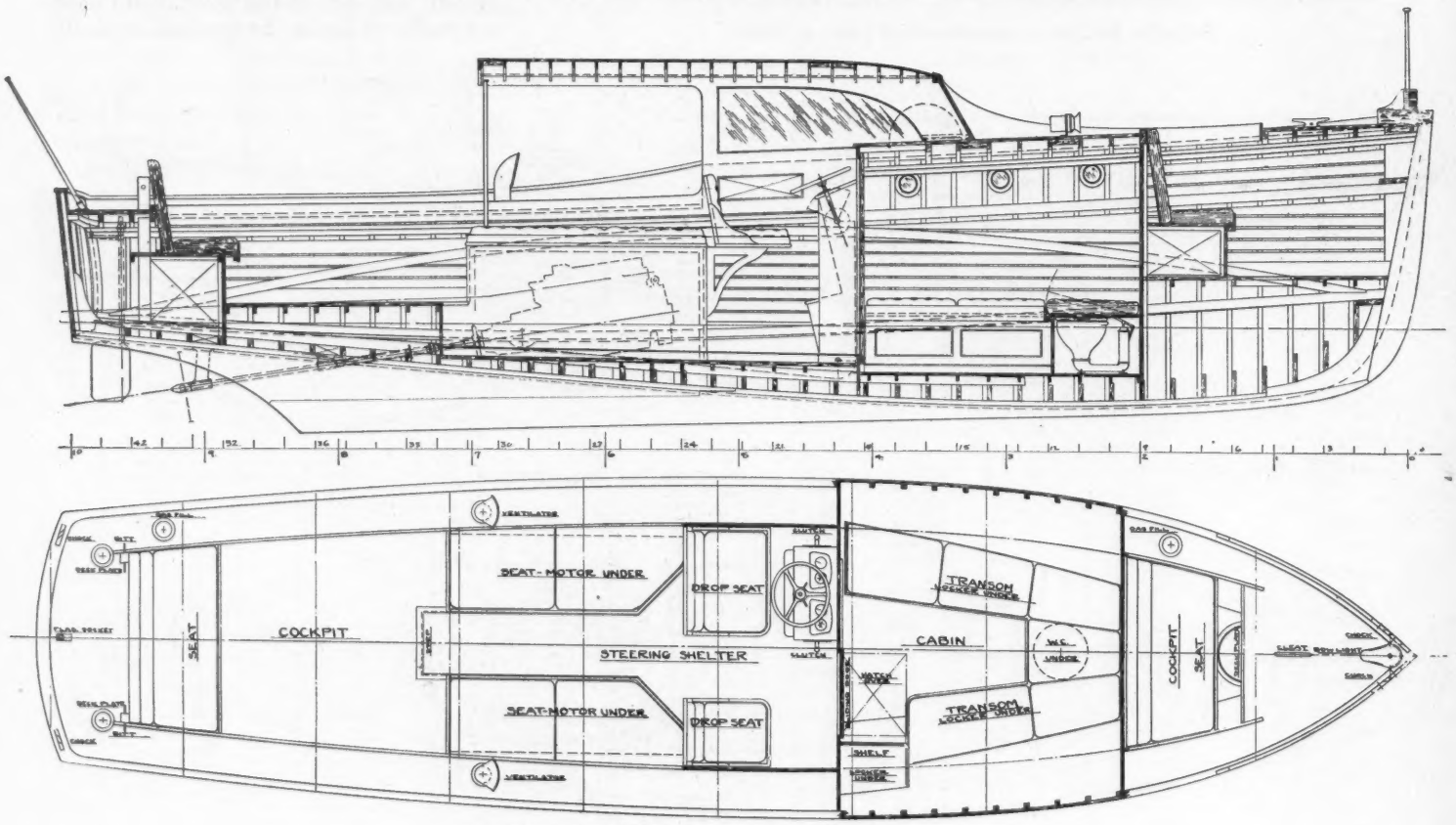
THIS attractive little boat, from the board of Sparkman & Stephens, Inc., naval architects of New York, was designed for Perry Mackay Sturges, of Princeton, New Jersey. She is now nearing completion at the shipyard of Julius Petersen, of Nyack, New York. The purpose of the design was to produce a boat which can be used as a ferry boat between Greenport, New York, and the owner's summer home on Shelter Island and will also serve as a tender to the owner's 32-footer *Sapphire*. Though not intended for cruising, the small cabin will give shelter in bad weather. Full sitting headroom has been provided over the transoms. The boat has a cockpit forward and another one aft and a permanent shelter over the helmsman's position amidships.

The principal dimensions of the new boat are as follows: Length over all, 30′ 0″; length on the water line, 29′ 3″; beam, extreme, 7′ 3″; draft of water, 2′ 4″. Construction is of the best, with keel and framing of white oak, outside planking of Philippine mahogany, Everdur bronze fastenings and bronze outboard fittings. The deck hardware will be of Nicrometal.

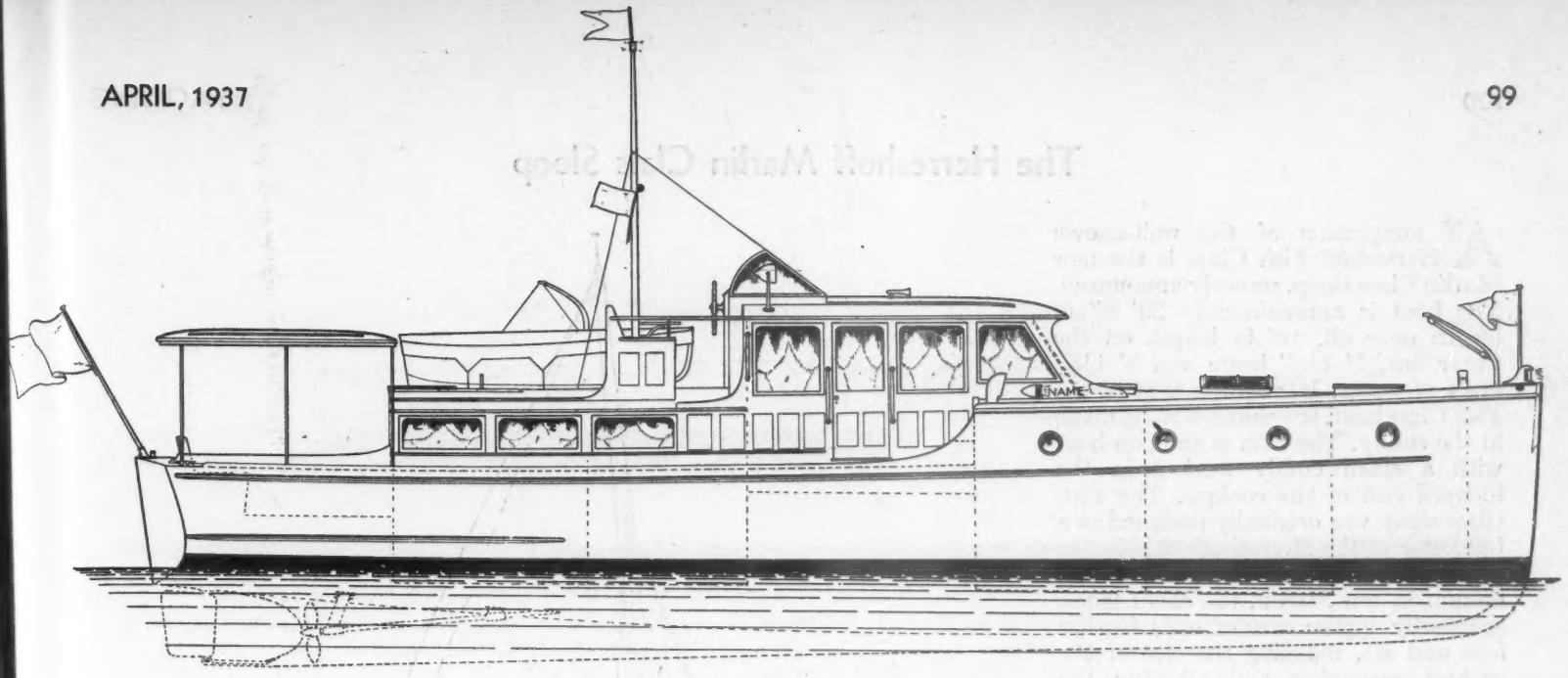
The power plant will be a pair of Gray Six-71 engines driving through 2:1 reduction gears. The engines are mounted on rubber, making use of Firestone vibration dampeners and Goodrich Cutless rubber bearings. The speed expected is about 22 miles per hour and a cruising radius of about 150 miles. The gasoline capacity is 100 gallons.

Twin rudders are used, each rudder being set abaft a propeller.

The arrangement plan shows a short forward deck and then a forward cockpit. Next comes the cabin, with a transom seat on each side and a toilet under a cushion forward. Abaft the cabin is the steering shelter. In the shelter are two seats, each on top of a box covering a motor. A wide seat with a lazyback is fitted across the after end of the after cockpit.



The cabin has full sitting height over the transoms



Outboard profile of the new motor yacht for Dr. L. M. Waugh

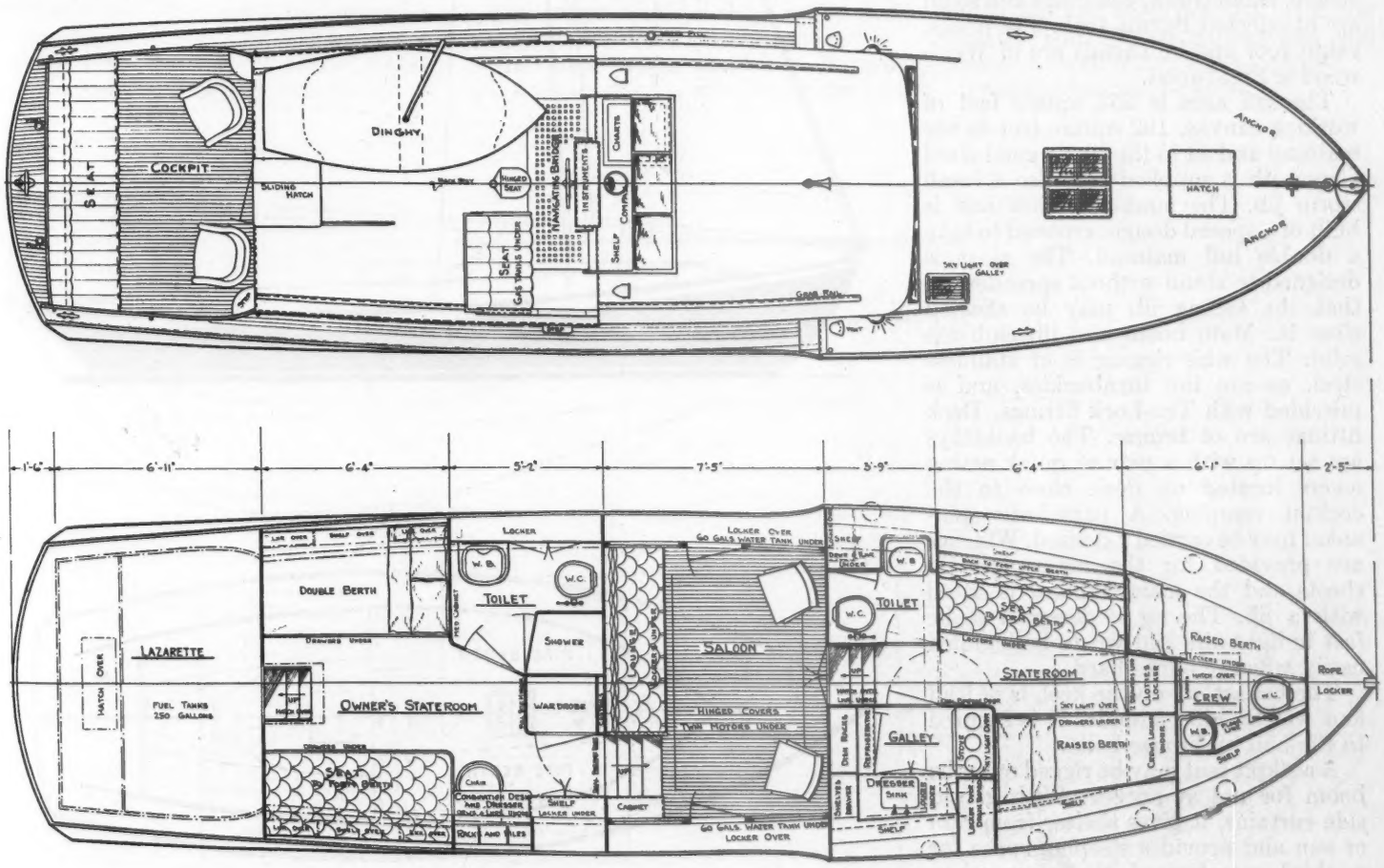
"Nanuk III," a Twin-Screw Motor Yacht

HERE are the plans of a new motor cruiser designed and built by Dawn Cruisers, Inc., of New York, for Dr. L. H. Waugh, Commodore of the Yachting Department of the New York Athletic Club. She is 45′ 11″ in length over all, 11′ 10″ beam and 3′ 0″ draft. Keel, in one length, and framing are of white oak and the planking is Philippine mahogany below the water line and white cedar above. Decks are of white pine, finished bright, and deckhouse and trim are of Mexican mahogany. Fastenings are Everdur.

The power plant is a pair of 8-cylinder Lycoming engines of 125 hp. each, driving Columbian propellers through Tobin bronze shafts. Goodrich Cutless bearings are used. Controls, which are led to the navigating bridge, are manual, of the type developed by the builders. Fuel is carried in three tin-lined copper tanks of 90 gallons capacity each and fresh water in two 60-gallon tanks. A Lux fire extinguishing system, with manual control, is installed. Sands plumbing is used throughout.

The boat is of the raised deck model, with house amidships and cockpit aft. The accommodations include a forecastle for a paid hand, abaft which is a stateroom with a standing berth and upper and lower berths opposite. Abaft this is a toilet room and the galley, the latter sheathed with stainless steel. The engine room is amidships and aft is the owner's stateroom, with double berth to port and seat berth to starboard. A bath room with shower adjoins. Aft is a roomy cockpit.

Nanuk's designed speed is 18 miles per hour.



Deck and accommodation plans of the new "Nanuk III"

The Herreshoff Marlin Class Sloop

AN adaptation of the well-known Herreshoff Fish Class is the new Marlin Class sloop, recently announced. The boat is approximately 20′ 9″ in length over all, 16′ in length on the water line, 7′ 1½″ beam and 3′ 1½″ draft of water. Her hull is that of the Fish Class boat, the changes being made in the cuddy. The Fish is an open boat with a small cuddy worked in the forward end of the cockpit. The Fish Class sloop was originally designed as a big sister of the Herreshoff 12½-footer and resembles that type closely in design. In the Marlin, the cabin trunk is slightly higher and extends further fore and aft, reducing the size of the cockpit somewhat and allowing the arrangement of a cabin. In this there is a pipe berth installed on each side and a small toilet forward. Two decklights in the cabin top, glazed with a recently developed non-breakable substance, provide plenty of light.

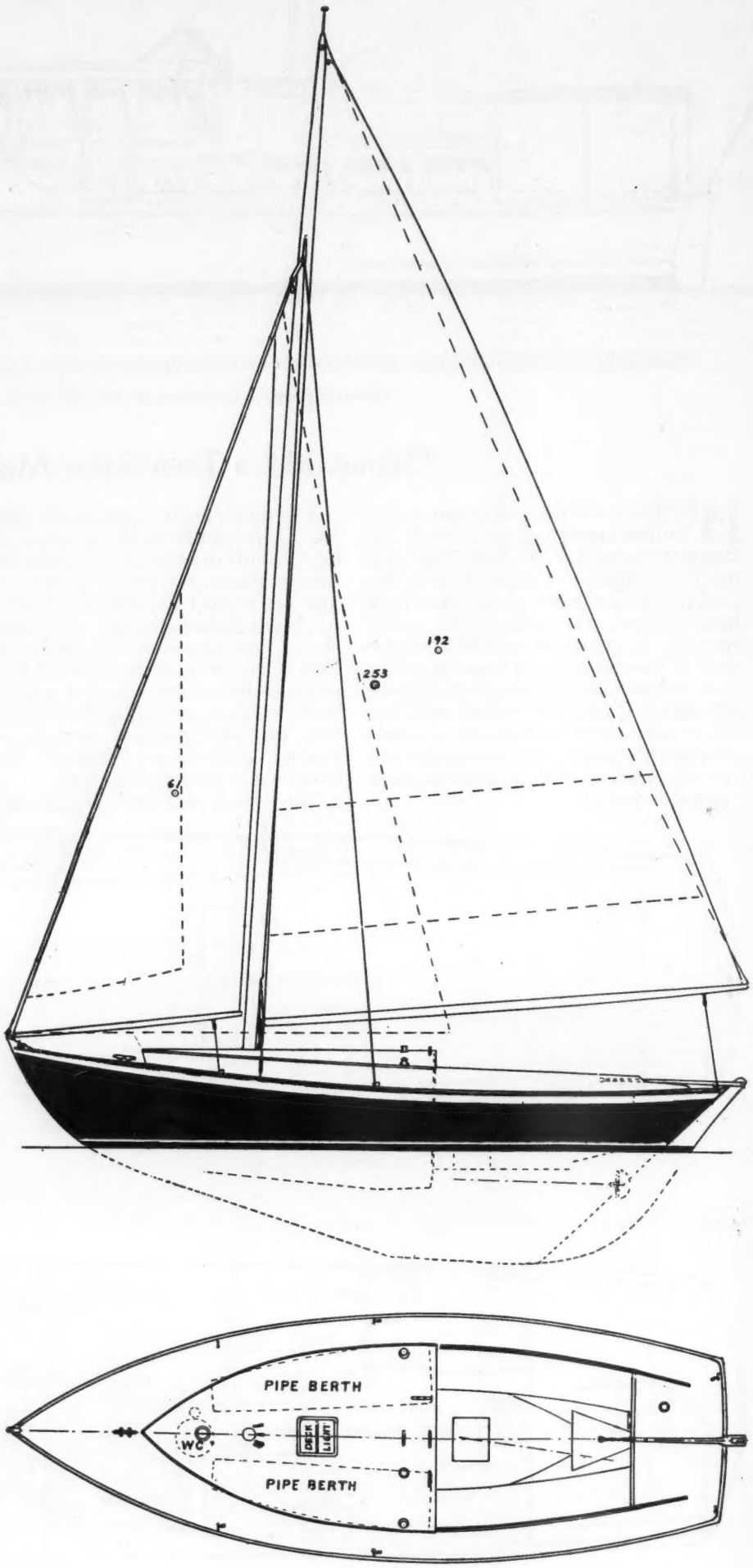
The accommodation plan also provides for the installation of a small inboard motor, developing 2½ horse power, in the cockpit, driving a Herreshoff folding propeller, for use as auxiliary power when the wind fails. The motor is covered by a box which makes a convenient table.

Construction is high grade, with keel and framing of white oak, the frames being steamed and bent. Outside planking is of Philippine mahogany, fastened with Everdur bronze screws. Sheer strake, cabin trunk, coamings and so on are of selected Burma teak. The decks, cabin roof and bulkheads are of Weldwood or Presdwood.

The sail area is 253 square feet of working canvas, 192 square feet in the mainsail and 61 in the jib. A good sized Genoa jib is supplied and also a small storm jib. The mast is hollow and is built of a special design, grooved to take a double luff mainsail. The mast is designed to stand without spreaders so that the Genoa jib may be sheeted close in. Main boom and jib club are solid. The wire rigging is of stainless steel, as are the turnbuckles, and is provided with Tru-Lock fittings. Deck fittings are of bronze. The backstays are set up with a pair of quick acting levers located on deck close to the cockpit coaming. A parachute spinnaker may be carried if desired. Winches are provided for the main and jib sheets and the main halliard is fitted with a jib. The rig is designed to be fast in light airs and yet to be handled easily when it blows hard.

The ballast, all on the keel, is of lead and weighs 1400 pounds. It is secured to the hull by bronze bolts.

A cockpit tent may be rigged over the boom for use at anchor. With glazed side curtains, it gives shelter from rain or sun and provides sleeping space for a third member of the crew when needed.



Sail plan and deck plan of the Herreshoff Marlin Class

While the boat looks like a raised deck and trunk cabin cruiser, the upper deck is carried out to the side all the way from the stem to the cockpit, the part above the molding being finished bright and giving the appearance of a trunk cabin

Two Twin Screw Yachts, Diesel Powered

THERE are now two yachts in course of construction from the design shown herewith. One is for a prominent Lake Erie yachtsman and the other for use off Charlevoix, Michigan, and for cruising and fishing in Lake Superior. The design is from the board of Henry C. Grebe & Co., Inc., naval architects of Chicago. While the boats are duplicates in hull, there are some differences in the arrangement of the interior.

The principal dimensions are: Length over all, 62′ 8″; beam, 14′ 6″; draft 3′ 9″. The design is based on that of the successful *Vagabond Lady*, built last year from plans by the Grebe organization and here developed in somewhat larger size. The new boat is remarkable for the large amount of really usable room available. She has practically as much accommodation as the average houseboat cruiser of similar size yet the model of her hull is pleasing and the boat should have good seagoing qualities. The model is one that may be easily driven and she should be a pleasure to handle, owing partly to the excellent view from the helmsman's position.

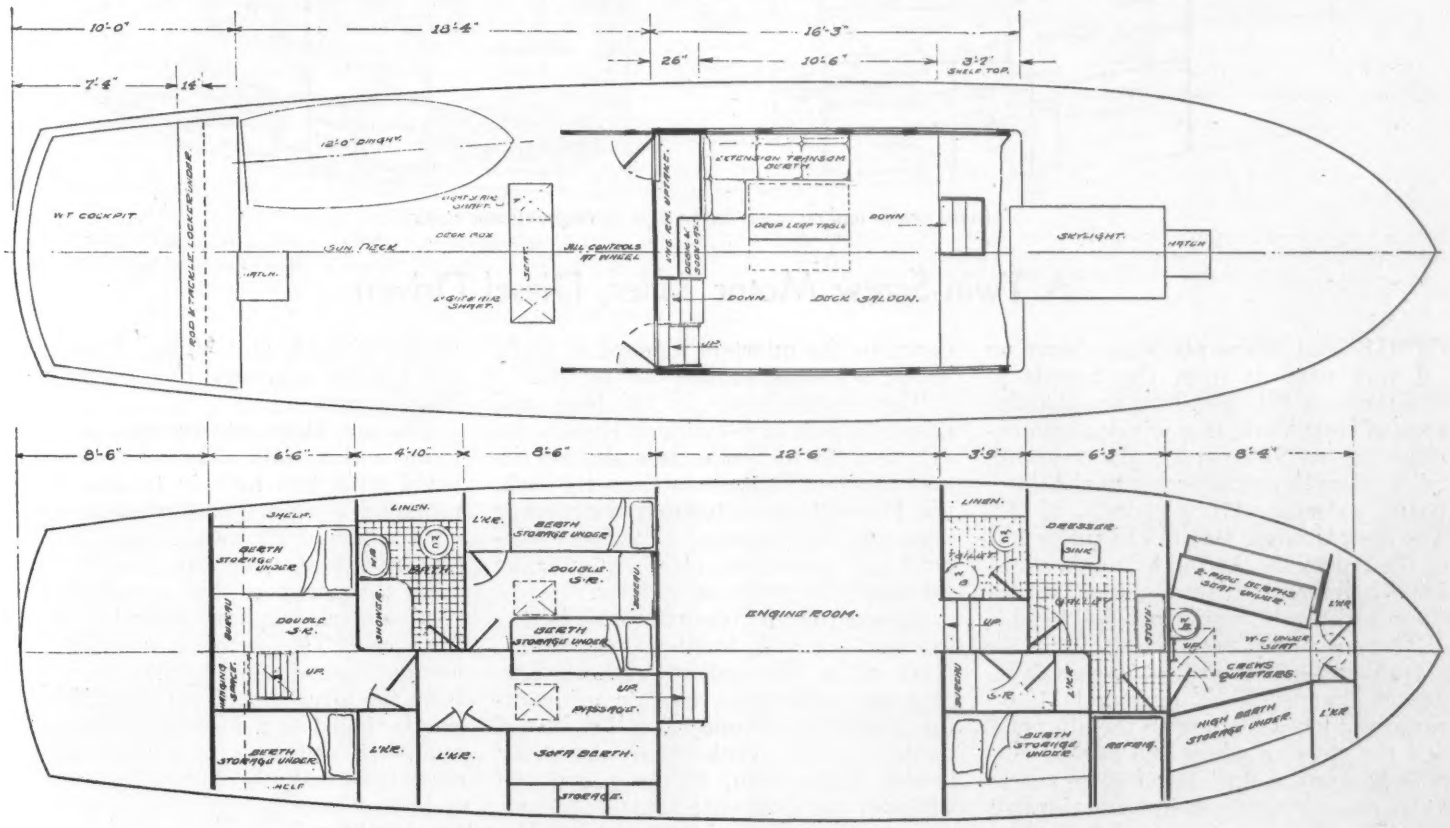
The boat has unusual deck space, the deck being carried out to the side all the way from the bow to the after cockpit. This provides a wide, spacious deck abaft the pilot house and also allows exceedingly roomy cabins below. As the part of the side aft above the upper molding will be finished bright, as shown, the boat's appearance is that of a conventional raised deck and trunk cabin cruiser.

The deck saloon amidships is sunk below the deck level and is to be used as the dining room and lounge. The pilot house is abaft it, at deck level, and the standing roof extends aft, providing a shelter.

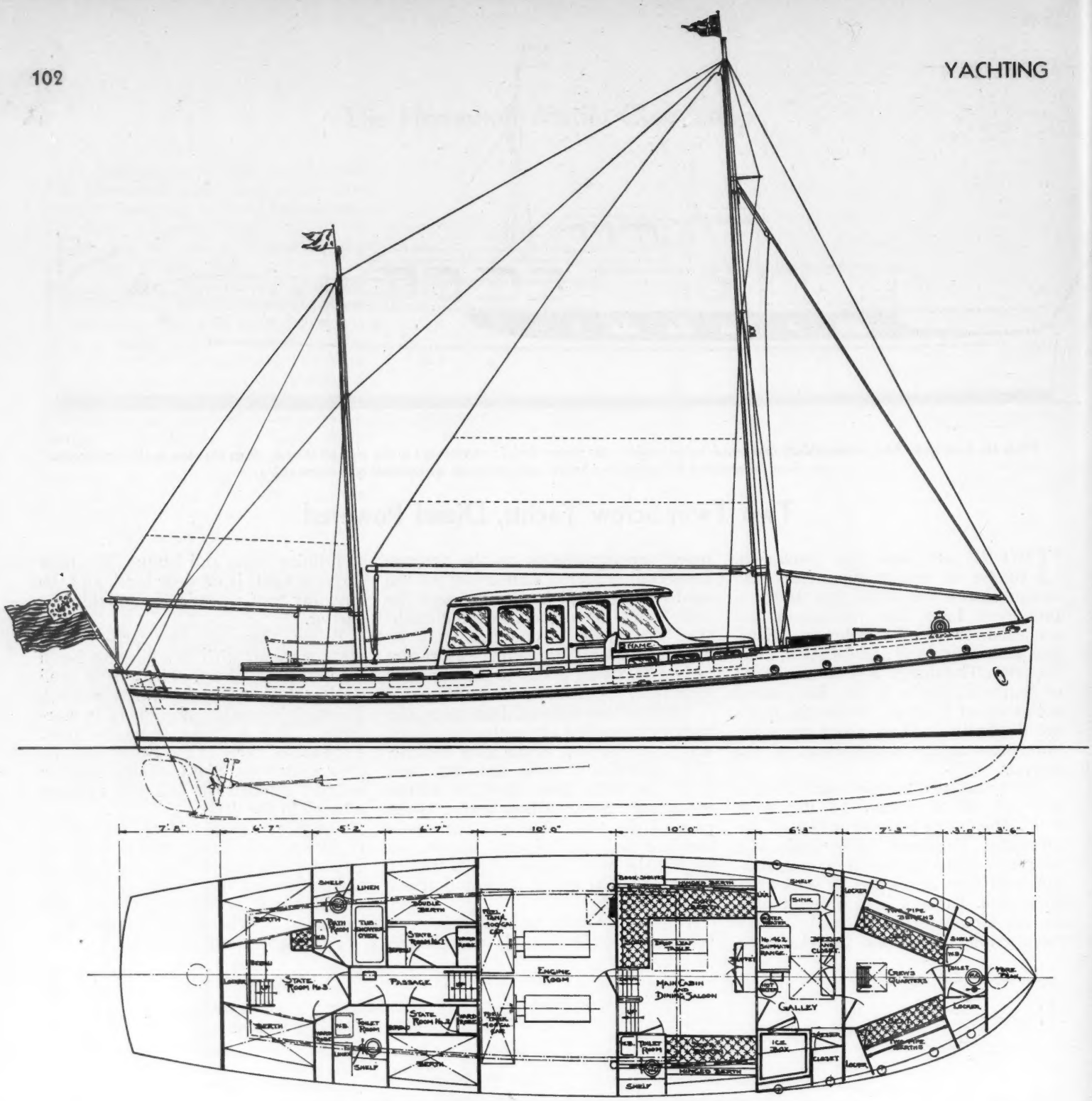
Below, there are two large double staterooms aft with an additional berth in the passageway. There is a well equipped bath room with a shower. Forward is another stateroom, to starboard, with a toilet room to port. Forward of these is the galley and the crew's quarters. The forecastle may be reached through the galley or through a hatch in the deck.

For power, there will be two Diesels of 150 hp. each, either Buda or National Superior. At this writing the make of engine has not been decided. The fuel capacity will be 700 gallons and 400 gallons of fresh water will be carried.

Twin rudders will be fitted.



Deck plan and cabin plan of the new 62-footers designed by Henry C. Grebe & Co., Inc.



Inboard profile and accommodation plan of 66-foot motor sailer

A Twin-Screw Motor Sailer, Diesel Driven

THE boat whose plans are shown on this page is from the boards of Masterson & Schlegel, Inc., naval architects of New York. Her principal dimensions are as follows: Length over all, 66′ 0″; length on the water line, 63′ 6″; beam, extreme, 17′ 0″; draft, 5′ 2″. The deck is raised forward to the height of the bulwarks, the rail having a slight break in it in wake of the mainmast. From there aft, the bulwarks run full height.

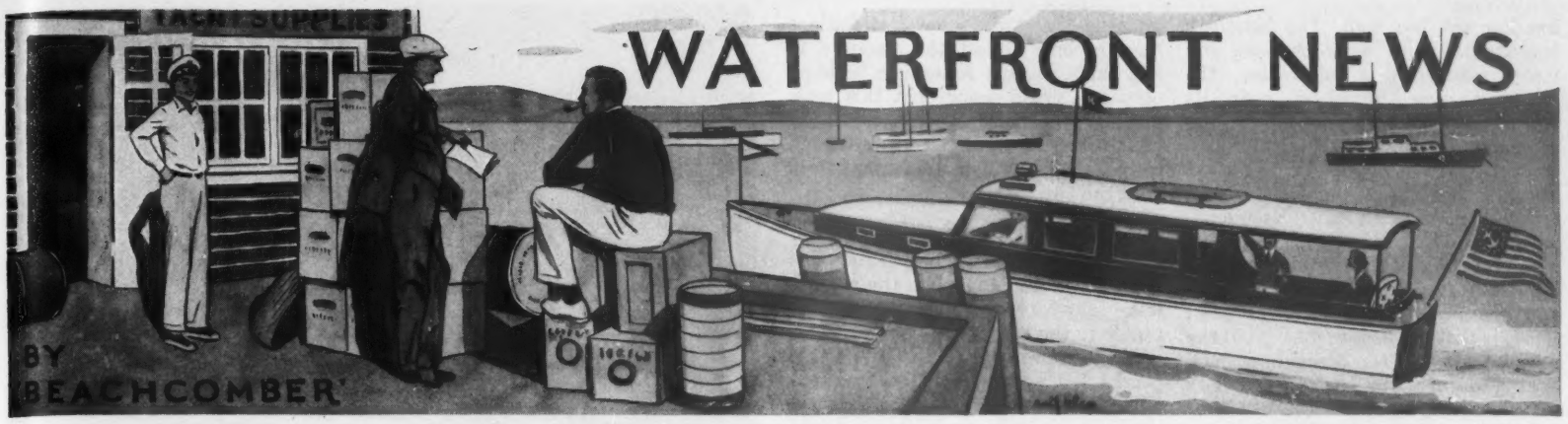
There is a deckhouse amidships, with a trunk cabin forward of and abaft it. The deckhouse is 17′ long and 11′ 6″ wide, and has a seat across the after end and the steering wheel and engine controls forward. A flush hatch gives access to the engine room, reached also through a door in the main cabin, and steps lead down to the quarters forward and aft. There is a small sunken cockpit aft.

The engine room is 16′ long and houses a pair of 6-cylinder Diesels developing 100 hp. each. Here also are the fuel tanks, of 400 gallons capacity each, the 110-volt generator and the storage batteries, the pumps, Lux fire extinguishing apparatus, etc. Water tanks are under the main cabin floor.

Forward is the forecastle with berths for four men. A toilet room adjoins. Next aft is the galley, with six-hole Shipmate gas range, electric refrigerator, water heater and 60-gallon Monel metal hot water tank. Abaft the galley is the main cabin, 10′ long and the width of the ship, with berths for four. This is also the dining room and has drop leaf table and buffet. A compact toilet room is located in its after starboard corner.

Aft are three staterooms, a toilet room and a bath. The after room is fitted with two built-in berths, wardrobe and bureau. The bathroom, fitted with tub and shower, adjoins it. The starboard stateroom has a single berth while the port room has a wide berth.

An electric windlass is located on the forecastle. The yacht is steered from the deckhouse when under power and from the after cockpit when under sail. She is rigged as a Marconi ketch, with moderate sail area but with canvas enough to make her move in a breeze. A 12-foot boat is carried on top of the trunk cabin aft.



WATERFRONT NEWS

The Sea Skiff: A Specialized Type for Many Services

At the recent New York Motor Boat Show we noticed that the 28′ Sea Skiff exhibited by Hubert S. Johnson was attracting the interest and admiration of a great many Show visitors to an extent considerably out of proportion to her size and conspicuousness. These visitors as a group knew their boats very well indeed and were thinking and talking of things a lot deeper than the shiny black surface. Thereupon we decided that a trip down to Bay Head and some investigation into the background of the Sea Skiff might make an interesting story.

Various layouts in stock hulls

We made the trip and in examining about a dozen boats in various stages of construction and a dozen others which had seen from one to six years of service, learned considerable about the whys and wherefores of the Sea Skiff, and the lapstreak type of construction. The boats under construction varied from 18′ to 35′ overall and provided an excellent picture of how characteristics of type can predominate over details of finish, accommodations, etc. Johnson has always specialized in more or less stock hulls with custom built layouts to meet the owner's individual requirements. At present the standard lengths are 18, 20, 24, 28, 32, 35 and 38 feet and the layouts vary all the way from open skiffs to double cabin cruiser arrangements.

Copper riveted cedar planking

As in many another boat, building the Sea Skiff commences with the assembly of stem, keel and transom. Bronze bolts are used throughout this assembly. But from that point on, the construction method is unusual. Molds are fixed in place on the keel but, instead of the frames, the planking comes next. Starting at the bottom the first cedar plank is carefully fitted to the rabbeted keel, for not a seam in the boat gets any caulking, and every inch of the plank must be precisely shaped especially in the bow where the curve is constantly changing.

The fastenings are copper rivets over copper burrs, with two placed between each frame (spaced 7″) which means that the lapped planks are fastened together about every two and one-quarter inches. Everdur screws are used in the stem and transom. Fitting the garboard to the keel is naturally the most difficult job but fine workmanship is required in putting on the succeeding planks as well. We won't go into all the details of the do's and don'ts but it is no job for inexpert workmen.

When the planking has been completed, the molds are removed and the inside of the hull given its first coat of paint. At this stage without a single frame the hull is surprisingly rigid.

Frames put in after planking

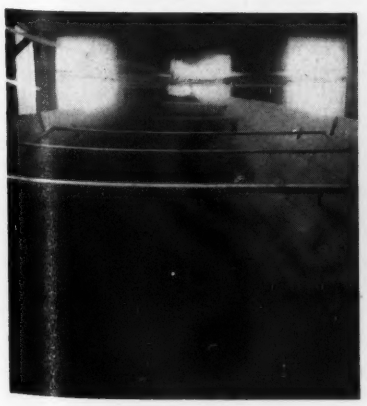
Not to be omitted entirely, however, the frames come next. Steam bent oak is used, with no break at the keel and since they are spaced closely, on 7″ centers, their scantlings can be held down to from ¾″ x 1″ in the 18′ footer on up to 1″ x 1½″ in the large boats. After the frames come the engine beds, decking, and bulkheads. These and other details of layout and mechanical equipment, are usually built to the owner's requirements. The same high quality of workmanship and material is maintained throughout. Carefully matched Philippine mahogany, precise joinerwork, Everdur screws, Monel metal propeller shafts and fine motors (usually Chrysler) make up the finished boat.

In digging into the history of the Sea Skiff, we were interested to find that much of its popularity for offshore use arises from the fact that its light weight hull and low lines keep its center of gravity down to about the right point for maximum stability, neither

Above — A 28′ twin screw sport fishing skiff built by the Hubert S. Johnson Boat and Engine Works. This boat has an automotive type steerer and Bendix throttle and vacuum reverse gear controls. Note the absence of spray and smooth wake

Below — A Johnson 38′ twin screw cabin Sea Skiff powered with two Hall-Scott motors

Below, left — Sea Skiffs under construction at the Johnson yard at Bay Head, N. J. All planks are fitted and fastened and the first coat of inside paint applied before putting in the steam bent oak frames



too low nor too high. The lapstreak construction with cedar planking and many fastenings is, of course, the strongest type anywhere near its weight, and strength is a very necessary characteristic in a boat designed for fast open sea work.

The reason for all the speed (20 to 40 m.p.h. in most Sea Skiffs), we found, goes deeper than the old idea of being able to get back to shelter rapidly on the approach of bad weather. The big point, and one which seems to make good sense, is that the best way to avoid the roll and pitch of the ocean in a small boat is to impart to the boat a definite motion of its own. Many Sea Skiffs are used for fishing and the increasing popularity of game fishing has tended to increase speeds because what a fisherman wants to do most is fish, and any time that can be saved in getting to where the fish are is all to the good.

Usually twin screw

For offshore work the additional safety provided by two motors is so essential that twin screw installations have become almost the standard in Sea Skiffs. Hubert Johnson is building only one single screw boat this year, even though many of the boats being built will be used largely in protected waters. Twin rudders are always used with the two motors.

Leave smooth wake

One of the outstanding features of Hubert Johnson's boats is the smooth wake they leave. Part of this is attributable to the low, spray-free bow wave which is kept down by the laps of the planks, but most of it results from the lines of the stern. For the last few feet the bottom planks gradually work into a ship-lapped seam and the perfectly straight, fair, bottom broadens out to its greatest width at the transom. The boats leave the water with very little commotion and no following wave.

Many of the early Sea Skiffs were designed to be launched and landed in the surf on sand beaches and to that end had a broad hollow keel on which the boat could stand upright and be rolled in on skids and rollers. The Johnson boats do not have this feature.

Although the Sea Skiff type was originally developed for open sea work, it is by no means limited to that service. Light weight; tight, strong construction; attractive lines, and fine performance are desirable qualities under any conditions and there's many a Sea Skiff which has never seen the sea.

A 23' open Sea Skiff capable of 23 miles per hour with twin Chrysler motors

Something New in Sails

Wamsutta and DuPont Develop New Cotton and Synthetic Fabrics

SAILS still remain one of the greatest unknown factors in the makeup of any racing yacht, in spite of wind tunnel tests, controlled conditions of weaving and sailmaking and countless other attempts by designers, sailmakers, and owners to put their fingers on just what makes one sail exert more driving force than another. We've seen a sail, terribly distorted as a result of a hard squall and thorough wetting the previous day, go out and make a boat point higher and foot faster than the most perfect appearing sails in the fleet, and then never do as well again. In another case we've seen a mainsail which had been well nigh perfect reduced to mediocrity as a result of merely sewing slides on the foot and putting a cringle in the clew. Such are the difficulties of the racing man. The cruising skipper, more concerned about durability and long life in his sails than every last ounce of speed, finds more tangible answers to his problems.

However, the question here involves yacht duck and other new sail materials and we mention the uncertainties of finished sails only to indicate that even a perfect duck, were such a thing possible, does not necessarily mean a perfect sail.

"Weetamoe" carrying a quadrilateral jib of new Wamsutta Egyptian yacht duck made for her by Prescott Wilson, Inc.

Resistance to distortion important

At this point the question of what qualities make up the theoretically perfect material for sails may well be considered. First, we believe, (and it is only our own private opinion — you may very well disagree) is resistance to distortion. No matter how strong, how light in weight, how durable or attractive in appearance a material may be, it is not worth a tinker's dam as sail cloth if the first bit of a breeze it is subjected to blows it out of shape. Second, is strength, so obvious a requirement that it hardly needs mentioning. In fact, any mention of the strength of sail cloth reminds us of the man who, planning a long offshore trip and confronted with the fact that his sails were rather old, said "The canvas is all right, only the stitches are weak!"

Weight and appearance

Next in importance in racing sails, at least, is weight which usually involves a compromise with some of the other qualities, notably strength and resistance to distortion. Any saving in weight aloft is of tremendous importance to racing boats, though not so important to the out and out cruiser.

Appearance and what might be termed stability of appearance (resistance to mildew) seem to come next. The creamy brown color of new duck made from Egyptian cotton has always been tops in appearance, possibly because being used in the finest sails its color has always been associated with excellence. Resistance to mildew is important not only because of the bad appearance of mildewed spots but also because of the loss of strength and impossibility of removing mildew marks.

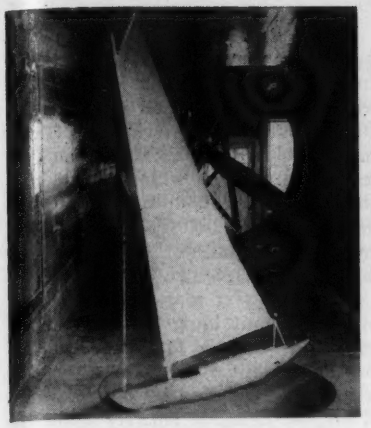
Another desirable quality in sail fabrics is relative independence of humidity conditions. The ideal fabric would not stretch unduly on dry days, nor shrink on wet days.

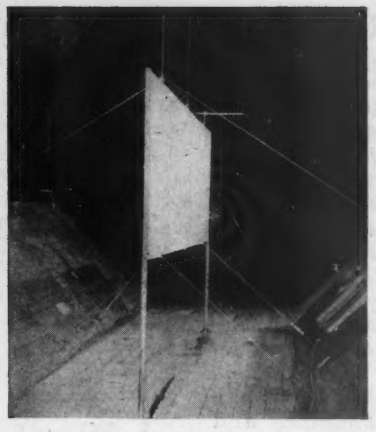
Absorption of moisture

Still considering the qualifications of good sail cloth there is the question of moisture absorption. A rain or moisture soaked sail is heavy, stiff, and difficult to handle. Any means of circumventing such conditions would be welcome indeed.

Last, and at present of indefinite value is the factor of skin friction, a quality measurable in wind tunnel tests. Minimum skin friction is undoubtedly an advantage, though how much it ultimately means in increased speed of the boat is not altogether known.

For the past several years the Wamsutta Mills of New Bedford, Mass., by far the largest weavers of yacht duck in the United States, have been very quietly going about the business of investigating and improving not only the old standby, cotton yacht duck, but also the possibilities of new synthetic and treated materials for sails. In this work they have investigated every angle of the question and enlisted the aid of both sailmakers and yachtsmen. The work is still going on but the results





Wind tunnel tests of Cordura rayon sails and duck to determine relative driving force and skin friction

Right — The Cordura rayon sails of this Herreshoff Fish Class boat had seen two years service when this picture was taken

already accomplished have excited the interest of many.

Wamsutta duck already tested

The New Wamsutta Egyptian Yacht Duck which was first put on the market last year has proved itself as completely as any sail cloth can in a single year's service. This duck is made of the highest grade of Egyptian cotton, the long staple of which provides great strength in lightweight duck. Laboratory tests of the very important characteristic resistance to distortion, show that this material tests higher in this respect than any other cotton duck. It is very strong and light in weight, has the creamy, brown appearance of all ducks made from Egyptian cotton and changes relatively slightly with changes in humidity. Unfortunately no method has yet been discovered for the prevention of mildew which does not detract from some other characteristic. This duck is now being woven under ideal conditions (which are responsible for much of the secret of its success) into a full range of weights from 4 oz. to 27 oz.

Extensive tests and experiments with domestic cottons have resulted in the New Wamsutta J.H.B. Duck made from American Pinna cotton. Wamsutta reports that this duck is white in color and though superior to any duck formerly woven from domestic cotton is slightly inferior to the Egyptian in various respects. It is available in the same weights.

To meet the demand for a light but strong cloth for parachute spinnakers Wamsutta has also developed an entirely new spinnaker cloth with great strength per unit of weight. This is available in weights ranging from 2 oz. to 3½ oz.

Cordura inherently mildewproof

Most interesting and unusual of the yarns recently developed and already in use in sail fabrics is Cordura rayon, a synthetic yarn developed for special uses by E. I. DuPont de Nemours & Co. One of the outstanding advantages of Cordura is that it is inherently mildewproof, which ought to make it ideal for use in sails in which it is periodically subject to rain and dampness. Two prominent tire manufacturers have just announced the adoption of Cordura for their bus and truck tires.

Laboratory tests made to compare the relative properties of Cordura and cotton sail ducks of equal weight indicate that Cordura is slightly stronger, and tears only half as readily as cotton. Tests made in New York University's wind tunnel indicate that the skin friction of Cordura sail duck is considerably less than that of cotton sail cloth.

The Cordura yarn is made by DuPont and woven into fabric by Wamsutta. In developing the weave which has tested out the most successfully, extensive experiments were made. Due to the absence of lint and the shiny, slippery surface of Cordura yarn this weave is somewhat different from that used in Wamsutta cotton sail ducks. The price is the same.

Cordura sail cloth has much the same appearance as ordinary rayon. It is pure white in color and lacking all surface lint it does not pick up dirt and dust easily. Its smoothness also prevents it from clinging to itself and to the rigging. Genoa jibs of Cordura, for example, can be handled with noticeably less effort.

Performance is only real test

The many unusual features of Cordura are interesting indeed but the real test, of course, is: how good is it on a boat; can it readily be worked into well setting sails; do they hold their shape, etc.? On that score, a Cordura Genoa jib on a Six-Meter has given satisfactory service for three seasons; and a Herreshoff Fish Boat at Cold Spring Harbor has used its suit of Cordura sails made by Prescott Wilson, Inc. for the last two seasons and they still look very well and win races. This boat won the 1936 August series. The first of the new Penn Yan *Sea Birds* used a suit of Cordura sails during the past winter on demonstration trips at City Island and the sails have looked successively better and better, as any well cut sail should, the first few times it is used. These also were Wilson sails.

Several builders of standardized sail boats are offering Cordura sails as optional equipment. Among them is the Cape Cod Shipbuilding Company whose new Senior Knockabout was displayed at recent Boat Shows with Cordura sails.

Another interesting material, still in the development stage, is Wamsutta treated duck. Sails of this fabric are made up from the regular cotton duck which has been treated with a DuPont product which not only acts as an effective preventative of mildew but actually makes the cotton non-absorbent. The result is added resistance to distortion and a sail which holds its shape and takes on no extra weight in damp and rainy weather. So far, this treated duck is suitable only for racing sails where durability is secondary to high efficiency, for there has been some difficulty in preventing breakdown under exposure to the elements. Since it is the duck rather than the finished sail which is treated originally, the treatment cannot be repeated. A black color has been found to stand up longest — two full racing seasons.

The Class Q boat *Hornet* of Marblehead used this material in a Genoa jib very successfully last season and the Six-Meter *Silroc* will carry a similar "guinea" in the Prince of Wales Trophy races at Bermuda this month.

Only time and continued performance tests will supply additional information as to just how practical and valuable these new synthetic ducks are. We hardly expect anything revolutionary in the immediate future but it is interesting to note that development work is going on in a field in which for many years it was conspicuous by its absence. Racing skippers in particular will watch with interest the performance of the boats equipped with sails of these new fabrics.

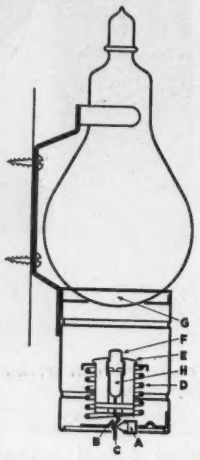
The Class Q yacht "Hornet" carrying a Genoa jib of a specially treated fabric designed to resist distortion and prevent absorption of moisture

An Automatic Carbon Tetrachloride Extinguisher

In Waterfront News for February we discussed various methods of fighting fires on pleasure craft. That article attempted to show that since at least 85% of all yacht fires are caused by the misuse of engine or galley fuels, those fires and their prompt detection and early extinguishment are the most important element of fire protection for yachts. Carbon dioxide gas systems, because they provide a large volume of gas released by remote control under the pressure of its own expansion in a very short time, are undoubtedly the most effective means of combating fires of highly volatile liquids.

Carbon tetrachloride, in the ordinary pump type fire extinguisher is seldom of much assistance in checking a very extensive fire of burning liquid because the stream from the pump can be played on only one small section of the blaze at a time, and because part or all of the fire is usually inaccessible to the person required to operate the pump.

However, since preparing the before mentioned article we have investigated AutoFYRstop, an automatic alarm and extinguisher unit, one of the best of several similar systems which use carbon tetrachloride. The unit consists of a glass container firmly held in a metal bracket which may be fastened in any desired location. When a certain predetermined temperature is reached in the presence of a fire the AutoFYRstop, by breaking the glass container, instantly discharges a flood of carbon tetrachloride which vaporizes and forms a large volume of extinguishing fumes. These fumes, being heavier than air, are drawn to the blazing surfaces by the natural currents of air set up by the fire. At the same time a 32 calibre blank cartridge is fired as an audible alarm. The glass container may also be used manually by breaking off the hermetically sealed glass tip and sprinkling the carbon tetrachloride on a small fire or by throwing and smashing the whole bottle at the base of a large fire.



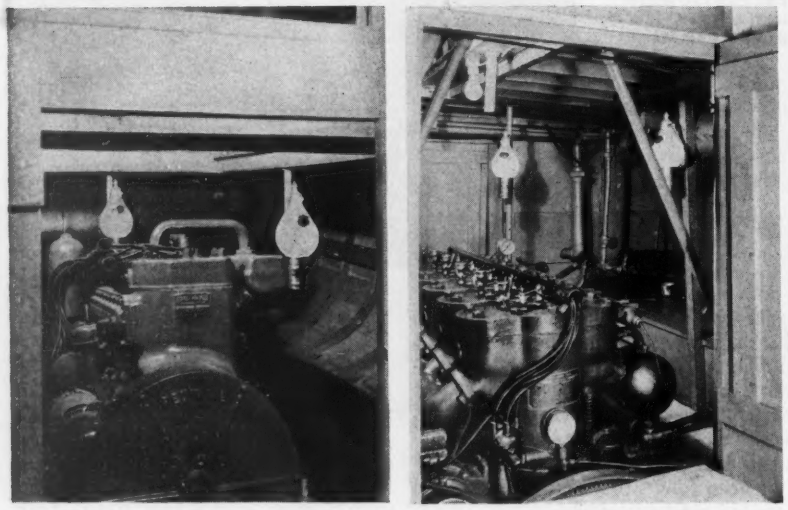
The cartridges are special waterproofed tropical types and all metal parts of the AutoFYRstop are cadmium plated to resist corrosion. It requires no inspection, maintenance or freezing protection. The accompanying sketch shows how it works.

The heat responsive element A, contains a wax-like material which melts at a definite predetermined temperature (135°, 150°, 160°, or 175°). As the wax melts pressure exerted by spring clip B, causes the conical end of A to recede, releasing catch C. When C is released spring D, which has been in compression shoots upward causing firing pin F, and bolt E to break glass container G, and at the same time to fire blank cartridge H.

Three sizes of glass containers are available containing 14, 24 or 36 ounces of carbon tetrachloride. The cubical content of space which can be effectively protected by a single unit, of course, depends entirely upon the conditions. Air containing as little as 15% of carbon tetrachloride fumes will not support combustion. In small engine rooms or where the engine is located under cockpit floors, or in a box, one or two AutoFYRstop units should be sufficient. A single unit near the galley stove provides a handy bracket for a supply of carbon tetrachloride to be used manually, and also provides the added measure of automatic protection.

The operating characteristics of AutoFYRstop units have been thoroughly tested and approved by the Underwriters Laboratories. Temperature sensitivity, corrosion, and high temperature exposure tests were uniformly satisfied.

Other models which provide a double signal and electrically transmitted remote alarm are also available but the unit described is the most suitable for boats. The prices of the latter are from $4 to $6 per unit according to size.



Typical installations of AutoFYRstop units in engine rooms

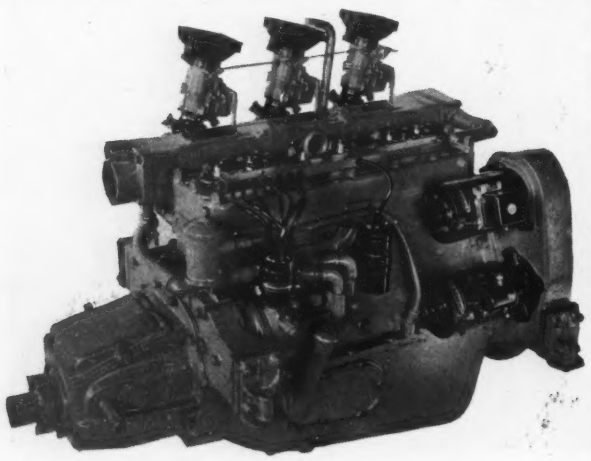
Universal and Chris-Craft Announce New and Improved Engines

From the Universal Motor Company comes the announcement of a new medium duty engine, the Blue Jacket "All American" Six developing 60 certified horse power at 3500 r.p.m. This engine, in direct drive, is designed to meet the requirements of fast runabouts, launches and cruisers up to about 36 feet. The reduction drive model should handle cruisers up to 45 feet and auxiliaries up to 55 feet.

The "All American" six has a piston displacement of 148.5 cubic inches, with a bore of 3" and a stroke of 3¾". Standard equipment includes a new "navy approved" oil cooler, new improved marine non-drip type carburetor and flame arrestor, mechanical fuel pump with hand primer, a large 5-unit instrument panel, and a built-in hand sump pump. Other engineering refinements include rifle drilled connecting rods, new improved manifold design, cam-ground "T" slot pistons, oversize bearings and latest type valve springs.

Universal's well-known Utility Four has been improved to develop 25 certified horsepower at 2500 r.p.m. This improvement has been accomplished through more efficient carburetion and manifolding with no increase in overall dimensions or weight. Piston displacement is still 95 cubic inches with a bore of 2½" and a stroke of 4".

The Utility Four now includes the following 100% marine features: water jacket clean out plate, built-in hand sump pump, helical cut non-metallic combination timing gears for silent operation, full pressure lubrication, electric starter and chrome nickel marine alloy castings throughout. The reverse gear is of the heavy duty type driving through a double clutch. All accessories are gear driven and located to provide maximum accessibility. This engine which can be throttled down to very low speeds (250–300 r.p.m.) is available in direct drive and in reduction drive of either 2½ to 1 or 1¾ to 1 ratios.



"KB" a new Chris-Craft racing engine which develops 128 hp. at 3800 r.p.m.

The Universal Superfour and Cruiser Eight have also been improved to develop 50 and 100 certified horsepower respectively by means of improved carburetion and manifolding. The Eight has a new "non-drip" carburetor, with double venturi and automatic accelerating pump, eliminating the necessity of a drip pan to keep gasoline out of the bilge.

Chris-Craft's New Racing Engine

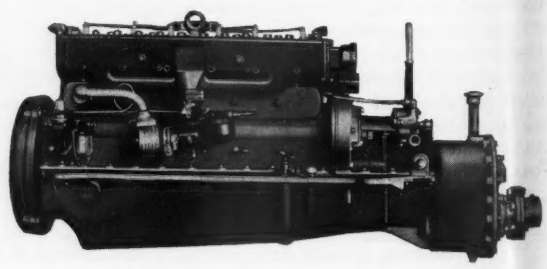
Chris-Craft has added to its line of marine engines a new 6 cylinder racing model. "KB", as it is called has been in the process of development for several months and undergone many strenuous tests in service and on the block. It is designed for use in fast runabouts and hydroplanes, where small, compact and sturdy racing engines are required.

Model "KB" is 40" over all, weighs 4.6 lbs. per horsepower and has a piston displacement of 221.4 cu. in. Equipped with three down draft carburetors, high compression head and special camshaft, it develops 128 h.p. at 3800 r.p.m. This model idles at 800 r.p.m. and displays smooth acceleration throughout the range of its power curve.

Noteworthy features are herringbone water pump, tubular type oil cooler, individual manifolds for each of the three carburetors and water overflow tube being incorporated within the exhaust manifold in a single casting. The latter tends to reduce chances of a bent tube and poor circulation.

In designing and testing this engine Chris-Craft engineers have kept in mind the fact that stamina is fully as important as speed. When the new "KB" powered boats go to the line in the popular 225 cubic inch hydroplane class this summer, of course they will hope to see a winner, but most of all they want every "KB" powered boat to complete the course.

To facilitate installation in runabouts where hatch carlins are too low for down draft carburetors, the engine may be equipped with a single up draft type. It will then develop 120 h.p. at 3600 r.p.m. Where weight is an important factor the "KB" is available with an aluminum cover for the front of the cylinder block, aluminum oil pan and reverse gear housing. This new Chris-Craft marine engine features a minimum size in comparison to the horsepower output and will operate on standard fuel.



The new Universal All American Six with reduction gear develops 60 h.p.

PITY THE POOR FLAMING HERRING

This unfortunate specimen is peculiarly sensitive to heat and goes through life in constant dread of over-heated motorboats, which cause him (or her) excruciating pain. When approached by one of these unnecessary scourges, the poor fish immediately jumps high in the air, begging for relief. A society has been formed for the prevention of cruelty to the flaming herring. This high-minded movement seeks to make compulsory the exclusive use of the oils and greases found at the Essomarine Sign.

Dr. Seuss

FREE! SECRETS OF THE DEEP, VOL. 2—
Latest combination of nautical sense and nonsense by Old Cap. Taylor and Dr. Seuss. Send for it.

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Upon appearance of First Symptoms

Visit the Essomarine Sign

Use only oils and greases found there. Doses: Less frequent than usually required with other makes.

Your motor boat engine puts up a terrific battle against heat in its hour after hour drive under full load. Ordinary oil loses its body, thins down excessively, fails to carry heat away from the motor, streams into the combustion chamber to form hard carbon and create *more* heat.

The oils and greases you find at the Essomarine Sign are regular "fire-fighters" for keeping heat under control. They're built to hold their body when marine engines are at their hottest. Built to conduct heat away from the engine and allow the water jacket to do its intended job. Built to seal the wide clearances, prevent blow-by and help your engine develop its full quota of speed and power. Practically carbon-free, they keep your engine clean.

Throughout most of the navigable waters of the U. S. and Canada you'll find these remarkable products at the Essomarine Sign—emblem of the world-leader in specialized lubrication.

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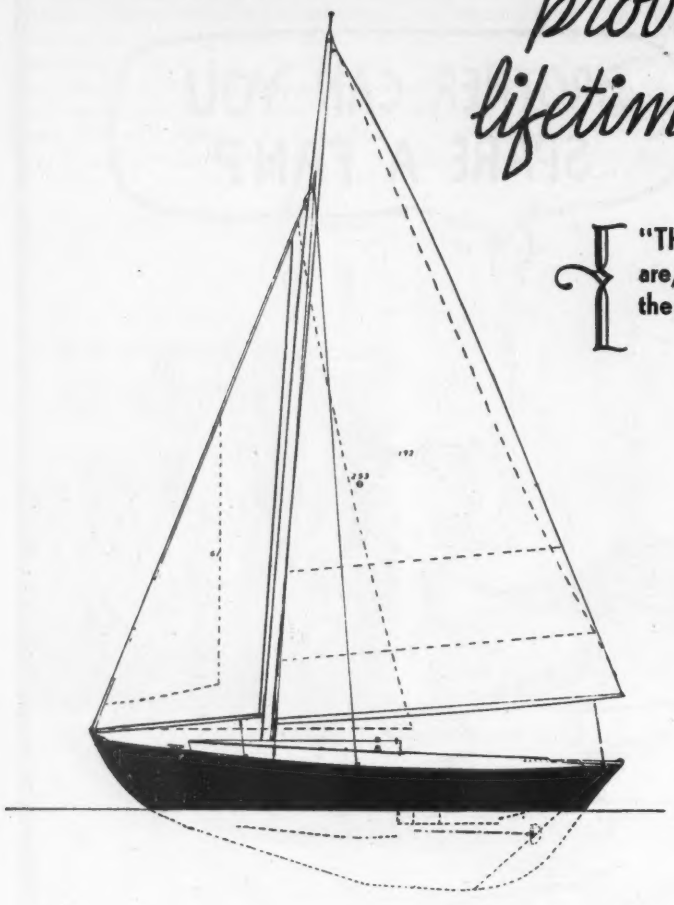
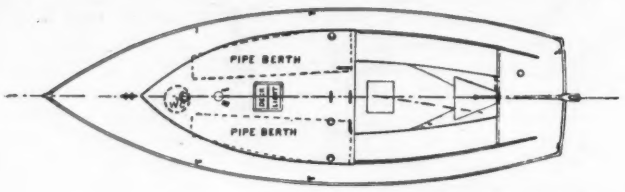
lifetime construction

"Those things called dear are, when justly estimated the cheapest."
—*Ruskin*

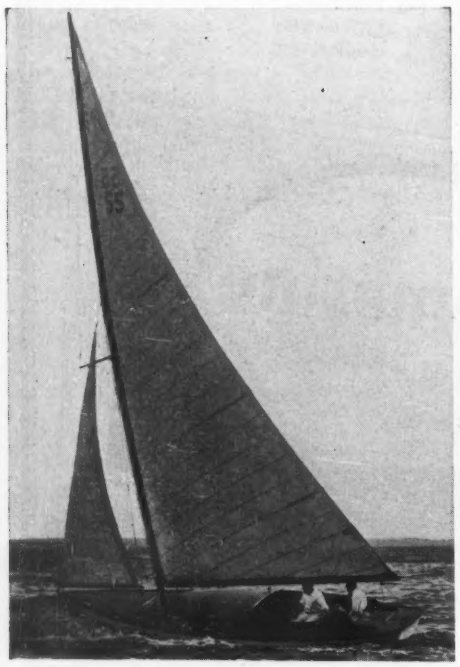




MARLIN CLASS
Auxiliary Cruiser

Sail area, 270 sq. ft.; o.a.l. 20′ 9″; beam, 7′ 1½″; draft, 3′ 1½″. Oak frames; mahogany planking; teak trim; Everdur fastenings; polished bronze fittings; hollow spruce spars; standard equipment.

$1750
Sail-away Bristol
(Motor and installation, $275 extra)



"S" CLASS SLOOP

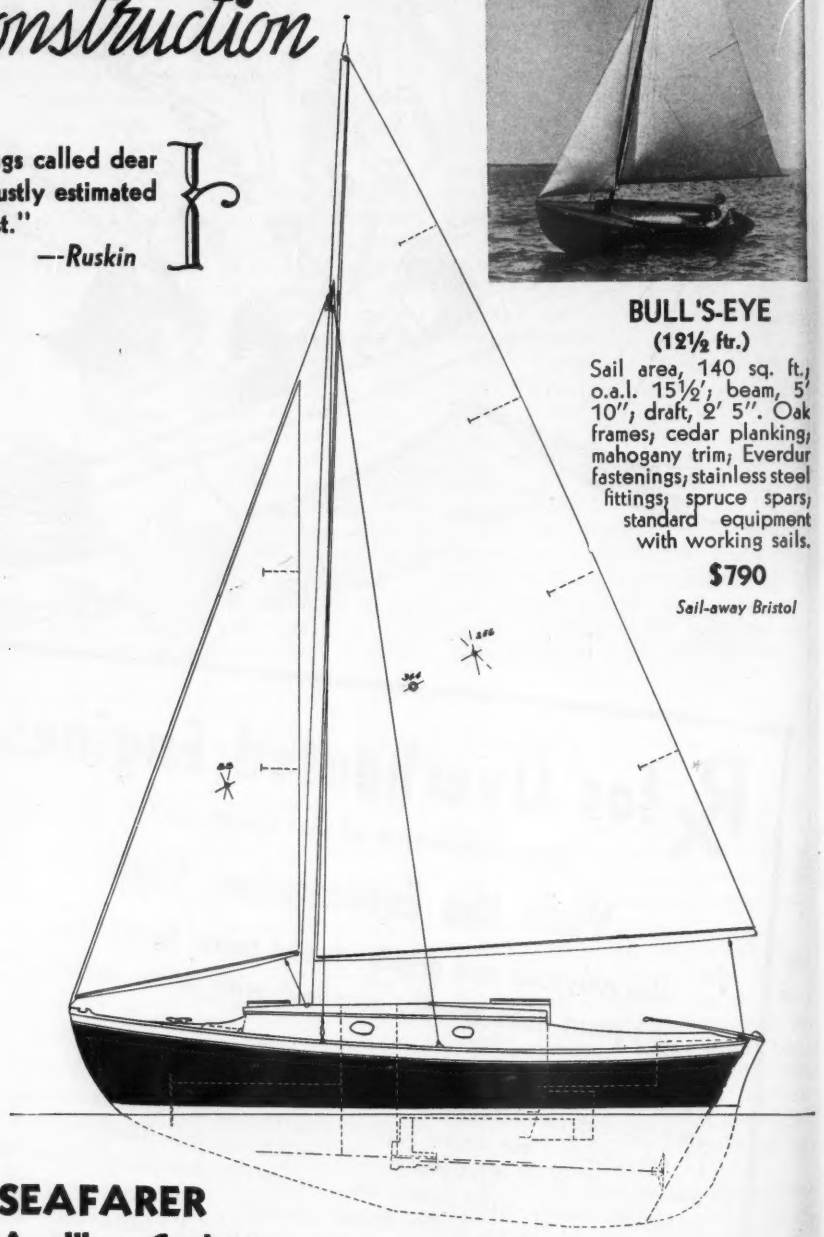
Sail area, 425 sq. ft.; o.a.l. 27′; beam, 7′ 2″; draft, 4′ 9″; oak frames; mahogany planking; teak or mahogany trim; Everdur fastenings and polished bronze fittings; spruce spars; standard equipment.

$3390
Sail-away Bristol

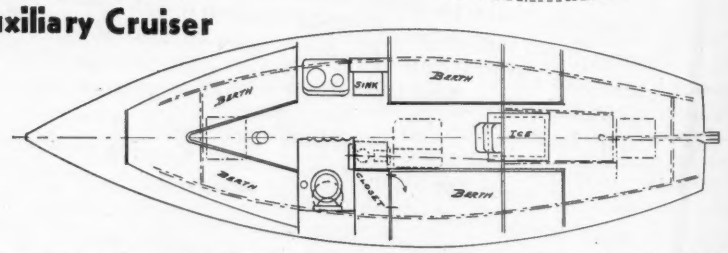
BULL'S-EYE
(12½ ftr.)

Sail area, 140 sq. ft.; o.a.l. 15½′; beam, 5′ 10″; draft, 2′ 5″. Oak frames; cedar planking; mahogany trim; Everdur fastenings; stainless steel fittings; spruce spars; standard equipment with working sails.

$790
Sail-away Bristol



SEAFARER
Auxiliary Cruiser



Sail area, 344 sq. ft.; o.a.l. 25′; beam, 7′ 9″; draft, 4′. As its name implies, the SEAFARER is a comfortable, safe, and easily handled auxiliary cruising sloop, with an unusually livable layout for a boat of her size. She sleeps two in the main cabin and two in a double stateroom forward. She is equipped with a small toilet, icebox, galley sink, and ample locker space. The maximum cabin headroom is five and one-half feet. She has oak frames, planked with genuine Philippine mahogany and secured with Everdur fastenings; trim, including sheerstrake, cabin trunk, et cetera, of specially selected Burma teak; bulkheads, phenolic-formaldehyde bonded plywoods. A small motor may be installed, with a Herreshoff folding propeller, as an extra.

$2750 *Sail-away Bristol*
(Motor and installation, $400 extra)

See your yacht broker or write Herreshoff, Bristol, R. I., for more complete details about these and other yachts in the Squadron.

THESE USED YACHTS ARE AVAILABLE FOR SPRING DELIVERY

NORTHEAST HARBOR THIRTY

47′ o.a.l.; 7′ 9½″ beam; 5′ 6″ draft. Never launched. One of a class designed for cruising in Maine waters. Oak frame, mahogany planked, teak decks and trim. Will sleep four. Has toilet, icebox, sink. Rig with increased sail area. New sails.

$5500

Sail-away Bristol

"SILVER HEELS"

32′ o.a.l.; 5½′ beam; 4′ draft; 250 sq. ft. sail area. Oak frame, mahogany planked, fastened with Everdur. Hollow spruce mast. Full equipment. In first-class condition. Used only for development and demonstration by the Company.

$1900

Sail-away Bristol

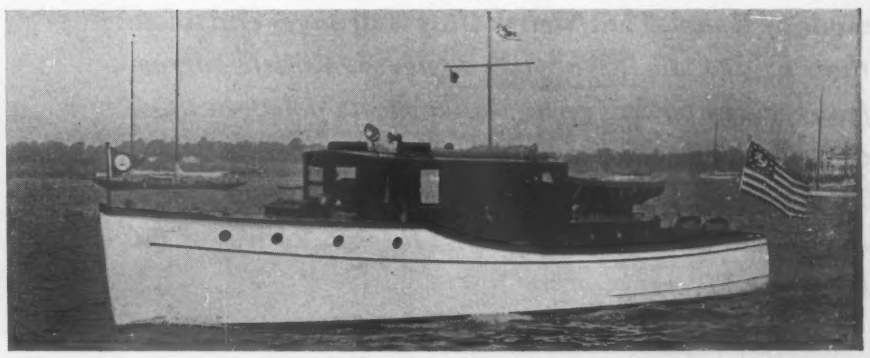
FISHERS ISLAND 23 FTR.

with Centerboard

Used only for development and demonstration by the Company. In excellent condition. Sail area, 350 sq. ft.; o.a.l., 34′; beam, 7′ 9″; draft with board up, 3′. Hull is oak frame, mahogany planked, fastened with Everdur. Centerboard encased in welded bronze trunk. Will sleep two on short cruises. Brand new mainsail and jib.

$2700

Sail-away Bristol



"MAINTENON"

Twin-screw power cruiser or fishing boat

51′ o.a.l.; 10′ 6″ beam; 3′ draft; speed, 16 statute miles. Designed and built by Consolidated for an internationally known racing skipper. Excellent cruising or fishing boat. Living accommodations for four. Two brand new motors.

$8000

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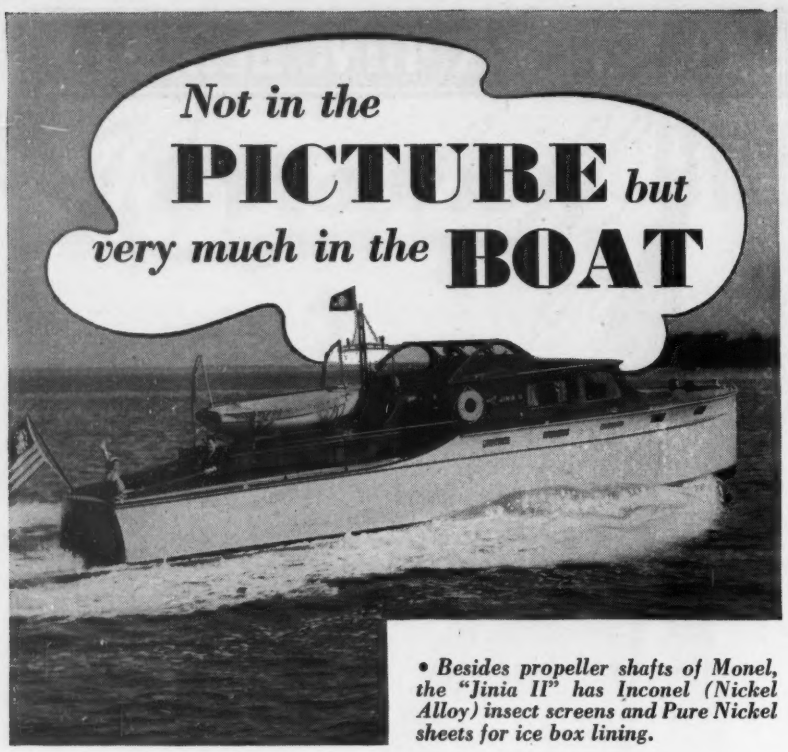
We carry a complete stock of sails—spars—rigging and other replacement or repair parts for our one-design classes made accurately by careful craftsmen—moderately priced—for particulars write Herreshoff, Bristol, Rhode Island.



• *Besides propeller shafts of Monel, the "Jinia II" has Inconel (Nickel Alloy) insect screens and Pure Nickel sheets for ice box lining.*

When you see a fine craft like the "Fairform Flyer," you can expect to find her shafted with MONEL*

BY MORT CALKINS

YOU'LL see quite a lot in this issue about the "Jinia II", and rightly so. Never did a finer 50 footer slide down the ways. The Huckins Yacht Corporation, to my way of thinkin', should be proud to claim her as their work. And like all their boats, her engines (two 300 h.p. babies that send her along at a 32 mile an hour clip) drive through shafts made of Monel. That Nickel Alloy is stronger and tougher than bridge steel. No rust . . . never. Resists corrosion from salt water or fresh. Monel shafts polish-in smooth as a pond in a calm and are so stiff you get no "whip". That's one reason why cruising in the "Jinia II" is just as pleasant as the picture makes it look. Yours for more Fairform Flyers.

Almost forgot to remind you about "Columbian" Monel wheels, made by Columbian Bronze Corp., Freeport, L. I. Orders filled by them from stock.

Mort Calkins

THE INTERNATIONAL NICKEL COMPANY, INC., 67 WALL ST., NEW YORK, N. Y.

MONEL

*MONEL is a registered trade-mark applied to an alloy containing approximately two-thirds Nickel and one-third copper. This alloy is mined, smelted, refined, rolled and marketed solely by International Nickel.

INCO MONEL

Books for Yachtsmen

Down East

By Lewis Pendleton

(*Harcourt, Brace and Company, New York, $2.00*)

THE subtitle explains this book as the *Remarkable Adventures on the Briny Deep and Ashore of Captain Isaac Drinkwater and Jedediah Peabody*. It begins with a letter to the editor of the *Gooseport Weekly* detailing some of the experiences of the writer's grandfather, Captain Drinkwater. This is followed by a letter from Ezra Peabody casting some doubt on the accuracy of the *Weekly's* correspondent and spinning a yarn of his own grandfather's equally marvelous performances.

And then the struggle was on. Yarn follows yarn, each one more of a "twister" than the preceding one, and each told in a most serious style, with enlightening details thrown in for good measure. The two old heroes apparently did everything, from doctoring sick sperm whales and being rewarded with huge lumps of ambergris to sailing icebergs from the Grand Banks to Bermuda. Galapagos turtles help remast and rerig a ship and crows carry a man from Maine to Mexico. Tall stories of all sorts about the two grandfathers and their doings; their adventures would put Paul Bunyan and John Henry to shame.

Not since Admiral Porter's *Harry Marline* has this reviewer read such an outrageous and amusing collection of unbelievable yarns.

\+ + +

We're Sailing in the Morning

By Ed Carlson and Jim Coolen

(*Stephen Day Press, Brattleboro, Vermont, $2.00*)

FIFTEEN years ago, Jim Coolen, at the age of fifteen, went to work in the shipyards and heated rivets for two years. Then he wanted to see the world and so went to sea. He has been going to sea ever since, mostly in tankers and freighters, and roaming from port to port. Occasionally he tries to stay ashore but, after three or four weeks on the beach, gives it up as a bad job and looks for another ship.

He yarns about his voyages and his shipmates, tells of some of the ports he has seen and of the daily life aboard ship. When ashore in Portland, Maine, he used to spin yarns to Ed Carlson, a newspaper man who told him that he ought to write a book. One day he brought in a pile of sheets in longhand and said: "You got the education, pal. You make the book." So Carlson, to use his own words, took it apart and put it together again.

\+ + +

Cugle's Examination Guide

By Charles H. Cugle

(*E. P. Dutton & Company, New York, $1.50*)

ALTHOUGH this little book is intended mainly for the use of those preparing to take an examination for Able Bodied Seaman or Certified Lifeboat Man, the amateur will find considerable useful information between its covers. It contains the Rules of the Road at Sea, both international and inland; the compass; steering orders; log; lead and line; knots and splices; lifeboats; fire precautions and general information.

\+ + +

Northward Ho!

By Harold Nossiter

(*H. F. & G. Witherby, London, 10/6*)

THIS is the account of the voyage of a 35-ton schooner yacht from Australia to England *via* the Red Sea and the Mediterranean. The author, who had been sailing and racing yachts for many years, had the dream of retiring and sailing to England in his own yacht. After looking for a suitable boat, he finally had *Sirius* designed and built and set out with his two sons and another young chap as the crew.

Sirius left Sydney on July 14th, 1935, and ran north to Rabaul. Thence she cruised through the Flores and Java Seas to Singapore and on to Penang, Colombo, Aden, Suez and on through the Mediterranean and Atlantic to Plymouth, calling at various ports along the route and arriving in Plymouth on June 2nd, 1936.

The cruise was well organized, possible troubles were foreseen and there were no adventures. A sailorly performance throughout.

A valuable part of the book is a series of notes on ocean cruising with the author's recommendations as to certain items of rig and equipment. Plans of the *Sirius* and an abstract of her log are given.

TEST TUBES in VALSPAR'S Laboratories *prove* the quality of VALSPAR'S ingredients, the superiority of VALSPAR'S formula—a dramatic and convincing achievement in the field of modern research chemistry.

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FOR SIMPLER, SURER YACHT CONTROL!

CHIMAERA, A. E. Archbold's 48' Elco Twin Diesel Cruiser, Bendix-equipped

BENDIX

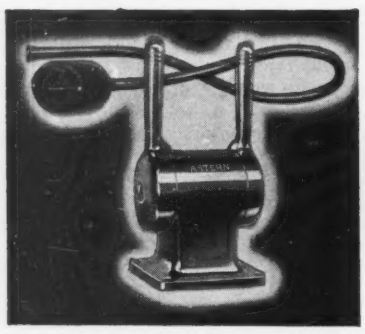
AUTOMATIC STEERING *on Compass Course, with* REMOTE CONTROL *of* STEERING, GEAR-SHIFTING *and* THROTTLES

TURN the rotatable ring atop your compass to the course you wish to sail . . . turn a switch . . . you'll swing to that course *and hold it* . . . all day . . . all night . . . yet at a second's notice you can take full charge from anywhere aboard! That's Bendix-Holmes Automatic Steering with Steering Remote Control—the last word in refinement of yacht control!

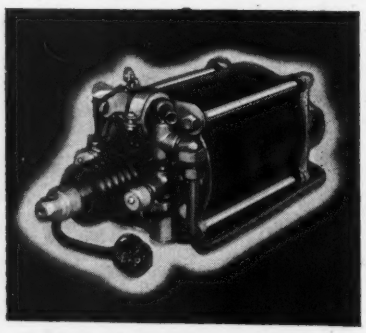
Bendix-Holmes Automatic Steerer, showing compass, steerer head and wiring loom strap.

Reverse gears, too, shift in an instant, *effortlessly,* at the flick of a finger lever. That's Bendix Automatic Gear Control—also flexibly controllable from anywhere aboard! Throttle and spark advance respond to the lightest touch, *without lost-motion,* with Bendix Hydraulic Throttle Controls.

Every fine yacht, new or old, rates this Bendix modernizing equipment. Plenty of time to install on your ship before she goes overboard in Spring. The coupon brings full details.



Bendix Control Pedestal and Automatic Steerer Remote Control.



Bendix Automatic Gear Control Power Cylinder

BENDIX MARINE PRODUCTS COMPANY
(Subsidiary of Bendix Aviation Corporation)
449 Bendix Drive, South Bend, Indiana, U. S. A.
Please send data on the Bendix Marine Products checked below:
☐ Automatic Steerer ☐ Gear Control ☐ Throttle Controls
☐ Clear-View Windshield Screen ☐ Stromberg and Zenith Carburetors

Name.....

Address.....City.....State.....

Size and kind of vessel owned.....

British Yachting Notes

The Coronation Regatta

AN international regatta, in celebration of the coronation of H.M. King George VI, is being organized and will be held under the auspices of a committee appointed by the Yacht Racing Association, in the waters of Torbay, South Devon. It will constitute the biggest yachting event ever promoted in the British Isles and will embrace an extended series of races covering all the international and national classes.

The dates of the regatta are from Saturday, June 19th, to Saturday, July 3rd, inclusive, which, leaving out the two Sundays, gives thirteen days of racing. Prizes to the value of three thousand guineas, in addition to a number of cups, are being offered and races are being held for the following International Classes: Twelve-Metres; Ten-Metres; Eight-Metres; Six-Metres; Five-Metres, in two divisions (a) I. Y. R. U. and (b) Royal Corinthian; and the 14-foot dinghy class.

The handicap races will be divided into suitable classes so as to include large cruisers (schooners, yawls, ketches, etc.) over about 75 tons Thames measurement; yachts of over and under about 25 tons; and the yachts of the Royal Ocean Racing Club.

Races will also be given for the West Solent, Royal Burnham and Torbay Classes; the Q Class of Solent Six-Metres; Sunbeams; Stars; Dragons; Olympic Monotypes; Papillons; Solent X Class; National 12-Foot Dinghies; National Jolly Boats; Thirty-Square-Metres and Twenty-two-Square-Metres; Skerry Cruiser Classes; and International Class Canoes. No entry fees will be payable by owners of yachts or boats from outside the British Isles.

The following is the schedule of the fortnight's racing: Saturday, June 19th and Monday, June 21st, Torquay; Tuesday, June 22nd, Paignton; Wednesday, June 23rd, Babbacombe; Thursday, June 24th, Torquay (small classes only); Friday, June 25th, and Saturday, 26th, Brixham; Monday, June 28th and Tuesday, 29th, Dartmouth; Wednesday, June 30th, passage races, Dartmouth to Torquay; Thursday, July 1st, small classes; Friday, July 2nd, and Saturday, July 3rd, Torquay.

Torquay is an ideal place from which to hold a regatta on a grand scale. Torbay, as the committee points out, has "peculiar advantages — sheltered waters for actual racing, beautiful background, good and secure harbors and anchorages, and absence of hindrances to general navigation due to the non-existence of shoals, sunken rocks, tides and currents. Another advantage is that there are no main routes of shipping passing through the Bay."

No light or harbor dues will be charged to owners of foreign yachts at any of the places where events will take place and every assistance will be given to competitors in clearing the British customs.

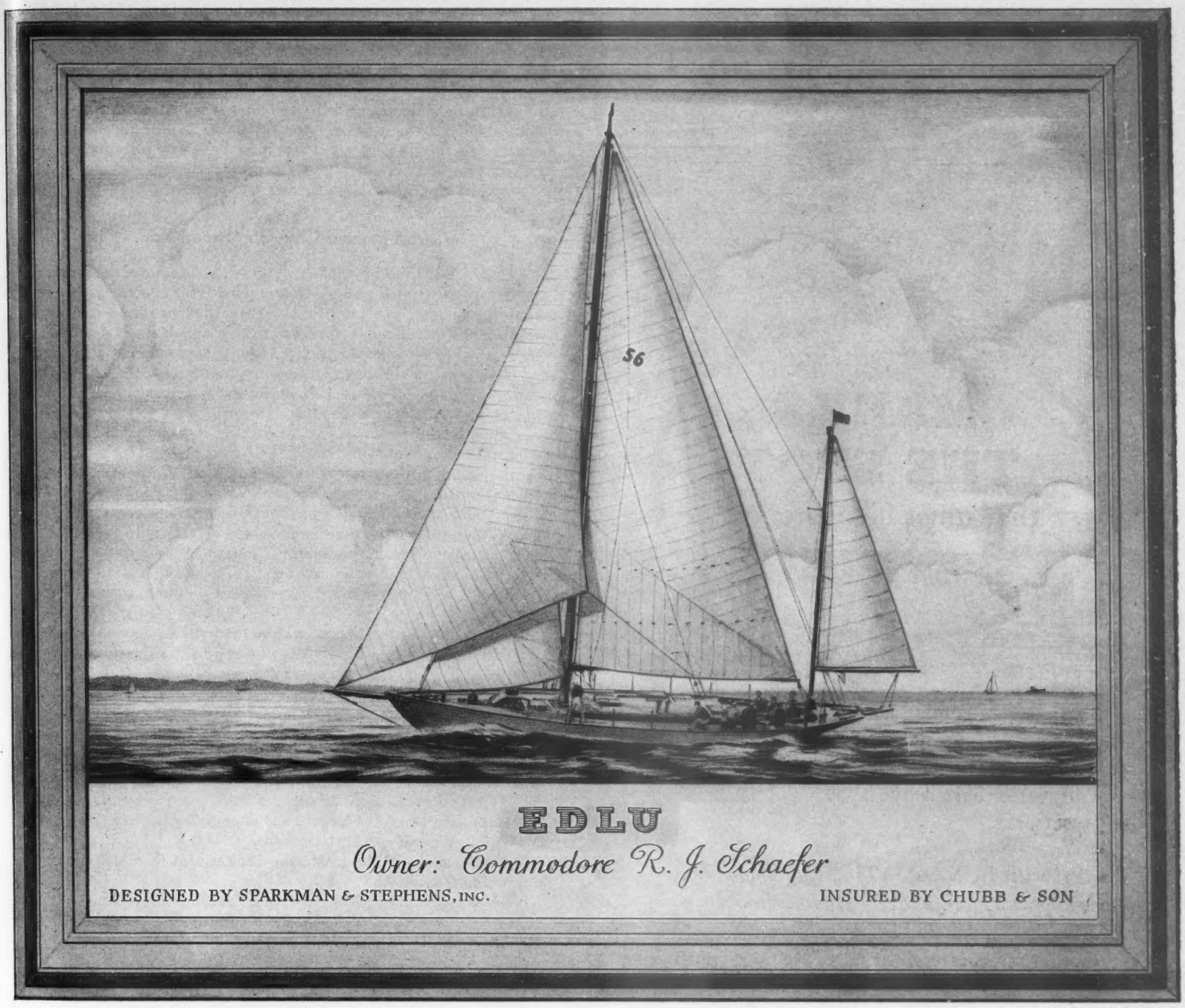
Needless to say, American competitors will receive a warm welcome and entries for any of the events should be sent to Major B. Heckstall-Smith, Secretary, International Regatta Committee, 3 Old Burlington Street, London, W. 1, who will also be glad to give further details as to entries to those yacht owners who signify their intention of competing.

New Boats at the Nicholson Yard

Owing to circumstances which were beyond my control, I have been more or less out of touch with this season's yacht building program, but a short time ago I had the good fortune to be taken through Messrs. Camper and Nicholsons' Southampton yard *and* by Charles Nicholson, in person! When events of this sort come my way, the years seem to fall away from me and I am able to recapture, for the time being, some of the keen delight I experienced in my younger days when exploring yacht building yards.

We walked around, through and over *Philante,* the 1600-ton motor yacht building for T. O. M. Sopwith. She is the largest motor yacht ever built in this country and, to my mind, the most perfectly proportioned vessel of her type that I have ever seen. Her hull form gives one the impression that she should be a most excellent sea boat, as she appears to have an exceptionally "clean" afterbody and also to have good reserve buoyancy forward — a reserve which comes into play quickly but progressively and which should tend to keep her fore decks relatively free from water when being driven through a heavy sea. Her internal arrangement has been most carefully thought out and provides the most comfortable owner's quarters one can conceive as possible even on a vessel of her size. *Philante* is undoubtedly the product of a master craftsman and, while one is trying to take in the constructive details of the whole design, one cannot help wondering how the brain which can master such a complex problem as is presented by this design, can also produce the *Endeavours;* the "Sixes," "Eights" and "Twelves" under the International Rule; and those delightful ocean racing craft, *Foxhound* and *Bloodhound.*

Having given as much time to *Philante* as we could spare, I was allowed to have a look at the new vessel Charles Nicholson has designed for Ralph Hawkes — 40 inches longer on the load water line and with 6 inches more beam than *Bloodhound* and *Foxhound,* that is to say, 48 feet 4 inches, and



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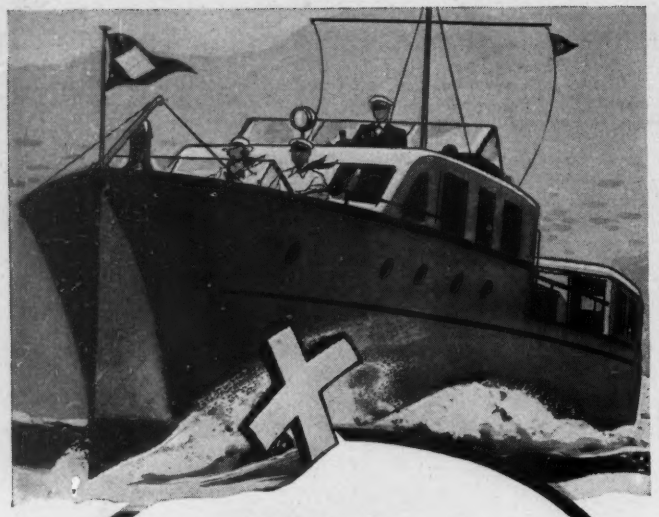

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13 feet. She was only in frame when I saw her, but I was able to get a much better idea of her shape than is usually possible in a building shed. There is nothing to distract one's attention when attempting to realize the character of a yacht's hull form when she is in frame and, in the case of this yacht, I made the most of the opportunity. Speaking as a layman and as a lover of sailing craft, I should say that the 48-footer is as perfectly proportioned as it is possible for a yacht to be. Later, when Mr. Nicholson showed me her "lines," I felt certain that my first impressions were fully fortified. Quite apart from the actual rendering of the design, there was something about the *type* which appealed to me most strongly.

A Suggested Change in Rating Rule

One cannot help thinking that the type, or at least one of the types, which is apparently being produced by ocean racing is far superior either to that of *Endeavour* and *Rainbow* or of the yachts which are the outcome of the International Rule. If one is correct in so thinking, is it not possible that a better method of assessing *length* than that to be found either in the Universal or International Rules might be adopted? Surely, the extremely long forward overhang of *Endeavour II* under the Universal Rule, and the inducement to "unbalance" the ends of a yacht built to the International Rule, cannot be regarded as desirable features in any yacht! Cannot some better means be adopted for taking this measurement? There has been much discussion on the question of the adoption of a new class of about 65 feet water line. If this scheme materializes, would it not be well to take a bold line and discard methods which have such obvious defects?

It would seem that the remedy for these defects is to be found in an alteration in the method of measuring "length" by discarding the length of water line, as taken by the Universal Rule, and adjusting the balance of the forward and after girth measurements as found in the International Rule.

Just how such an alteration should be made is, of course, a matter for the experts, but it is possible that such a scheme as the following might achieve the desired end if, say, applied to the Universal Rule as it stands at the present time.

1. The "Established Load Water Plane" to be taken as the Rule now stands.
2. The forward and after girths to be taken to a height of 25 per cent of the extreme beam above the Established Load Water Plane.
3. The "forward girth" to equal 40 per cent of the extreme beam.
4. The "after girth" to equal 75 per cent of the extreme beam.
5. The distance between the forward and after girth stations to be the length for measurement — L in the formula.
6. $(.18\ L+.5')^3$ to equal the maximum displacement for which credit is allowed in the formula.
7. 5 per cent L+.6′ to equal the minimum "midship" freeboard.
8. 15 per cent L+2′ to equal the maximum draft.
9. The Rating Formula to be as at present, *i.e.*, $.18\frac{L\sqrt{S}}{\sqrt[3]{D}}=\text{Rating}$.
10. No hollows to be allowed in the surface of the hull above the E. L. W. P.

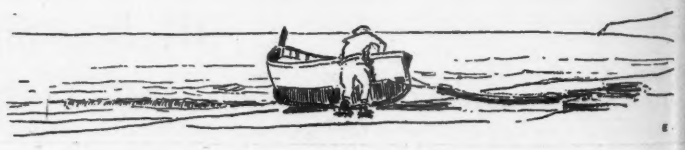
Under the above method of taking the length measurement, a yacht having an L of 70 feet and a sail area of 3890 square feet, with the normal displacement of 64.23 tons, would rate *60 feet* by the Universal formula, having 6 tons less displacement than the normal Universal Rule yacht with a 65-foot water line.

A yacht of the type Mr. Nicholson has produced in his new 48-footer, but having an L of 70 feet, would measure about 65 feet on the water line.

The maximum draft for the yacht of 70 feet L would be 12.5 feet; and the minimum midship freeboard, 4.1 feet. I have suggested the reduction of about 8½ per cent in the displacement from the Universal standard, as there seems to be a general opinion that the big class yachts are unnecessarily heavy and that somewhat lighter vessels would be less expensive, both as to first cost and upkeep, while providing ample accommodation and, probably, equal speed. The reduction of 6¾ per cent in the sail area is slightly greater, relatively, than the 8½ per cent in displacement, but the L of 70 feet is less than would be found on a modern Universal Rule yacht of 65 feet l.w.l. The type of craft produced by the proposed modifications to the Universal Rule should be more seaworthy than that which has been developed recently, as long overhangs are definitely discouraged.

The above suggestions are probably crude and would need revision, but they may serve to point to the direction in which modifications to the present rule might be made with advantage to the sport.

M. HECKSTALL-SMITH



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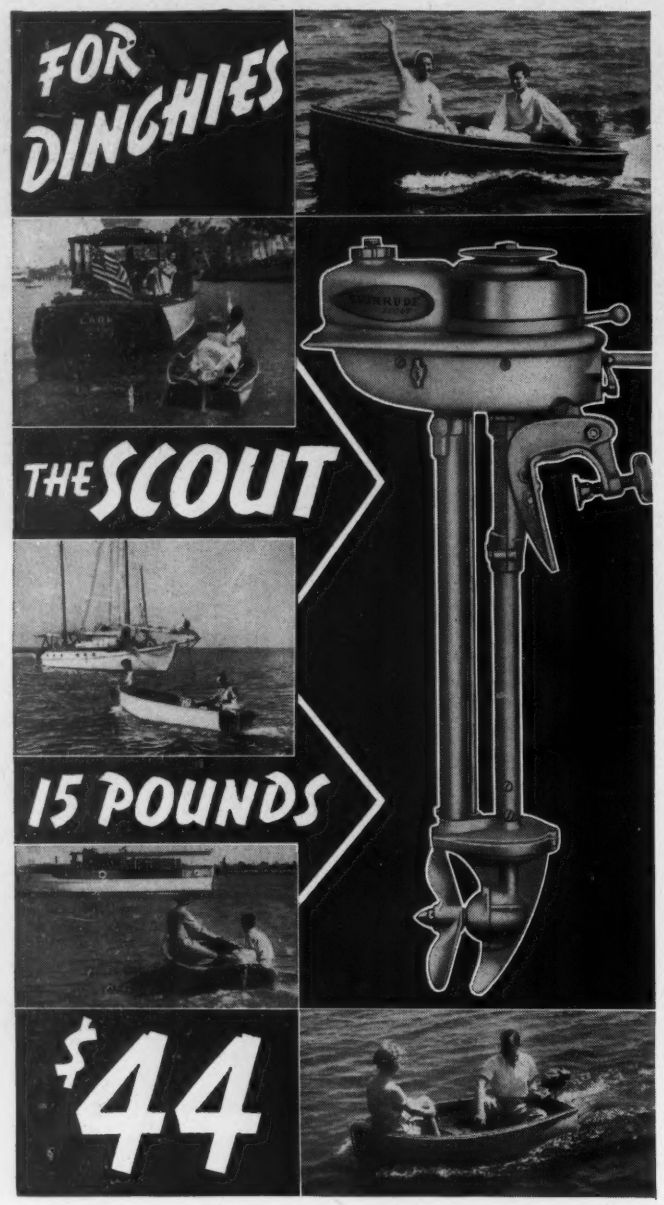

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News from Yachting Centers

Lake Ontario Notes

By CHARLES F. COLE

BOASTING one of the proudest records of any Class R sloop on inland waters, *Safara*, of the Rochester Yacht Club, will leave for Lake Michigan about May 1st. She has been sold by Peck Farley to a Minneapolis buyer, whose name has not been disclosed. Built by Lawley in 1925 for William P. Barrows, *Safara* has hung up a number of records in American and international races.

Farley bought *Safara* in 1929, after she had been jointly owned by Wilmot V. Castle, Mortimer Anstice and himself for two years. That year he won the Freeman Cup and the Sir Thomas Lipton Trophy as Class R Lake Ontario champion. Again, in 1930, she captured the Freeman Cup, and in 1933 won the Lipton again at Fair Haven, at the same time maintaining a leading position in the R. Y. C. club competition. Her departure leaves five "R's" in the Rochester fleet.

Farley plans to buy a Star to participate in what has grown to be the largest fleet at Rochester. A year ago, there was only one Star in the R. Y. C. basin. Now there are thirteen and the indications are that the fleet will number at least sixteen by summer.

\+ + +

Delegates from ten sailing organizations on the American and Canadian shores of Lake Ontario attended the mid-winter session of the Lake Yacht Racing Association at Rochester. Dates for the annual regatta, largest international event on the Lake, were changed to July 28th, 29th and 30th at the behest of Cobourg, Ont., which will hold its centennial celebration on those days.

Although the regatta will be held off the Port of Rochester, Cobourg will figure twice in the events. The Freeman cruising race will start from that point and the fleets will participate in races off Cobourg on August 2nd which will be a civic holiday in the Canadian port. A departure from the traditional conduct of the Freeman 100-mile cruising event will be made this year. Two new trophies have been donated, the competing boats to be divided into two classes. One is the Founders' Trophy, given by the three surviving founders of the L. Y. R. A., G. Herrick Duggan, George Evans and Herbert Parsons, all of the Royal Canadian Yacht Club, Toronto. This is to be competed for by strictly cruising classes. As in the past, cruising boats will be eligible for the Freeman Cup but the winner of this trophy will not be eligible for the Founders' Trophy.

The other new cup, as yet unnamed, is donated by Charles S. Freeman to be sailed for by the veterans of under 20-foot rating and the one-design Canadian "C's." The purpose of the new trophies is to spur interest on the part of cruising sailors in the Freeman, which is virtually always won by the strictly racing boats. The association voted to drop the once strong Class P from regatta competition, and to include Ten-Metres. It formally approved the plans for a one-design combination cruising and racing boat drawn by P. L. Rhodes.

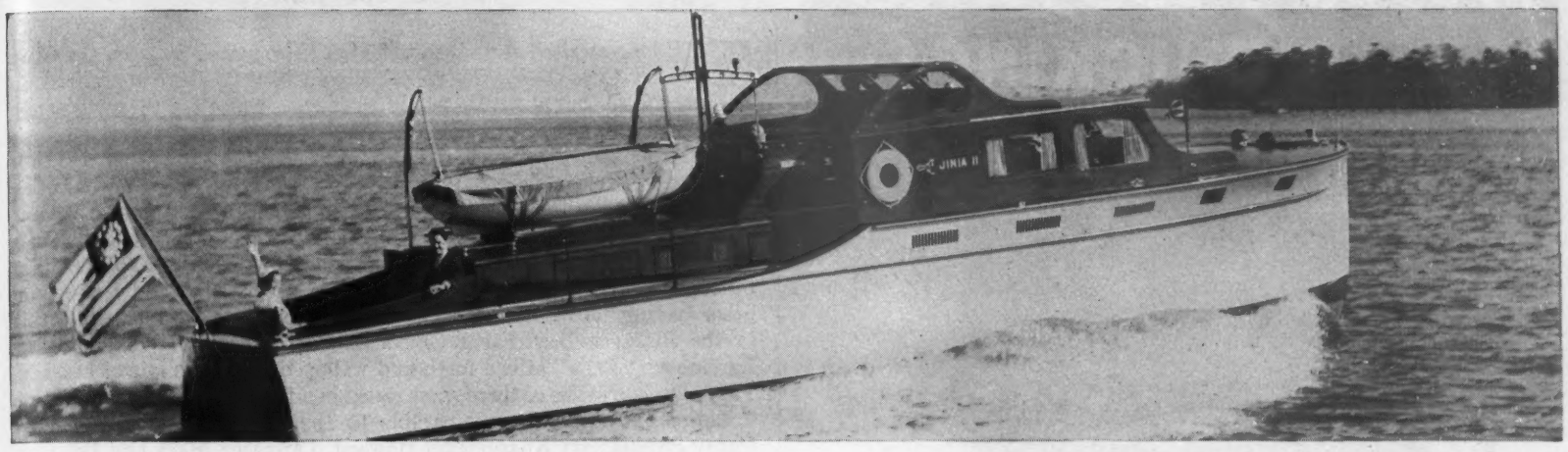
\+ + +

At another recent U. S.-Canada yachting session in Rochester, efforts of the Lake Skiff Sailing Association to wheedle the Rochester dinghy division back into its fold proved unavailing. The Rochester small boat sailors have adopted the one-design International dinghies, of the sloop rig, open cockpit type, and felt that there was little to interest them in the mixed classes that characterize the L. S. S. A. races. However, it is now rumored that they are to reconsider their action.

\+ + +

Jottings: Commodore Edward J. Doyle started the R. Y. C. season early by taking his new Star, *Turtle Star*, to Havana for the Bacardi and Cuban trophy races. Bob Hoffman went with him as crew. Lucius R. Gordon, skipper of the R. Y. C. sloop *Vitesse*, is expected home soon from darkest Africa with exciting tales of hunting and adventures in the heart of the jungle.

NOT EVEN A SUGGESTION OF VIBRATION



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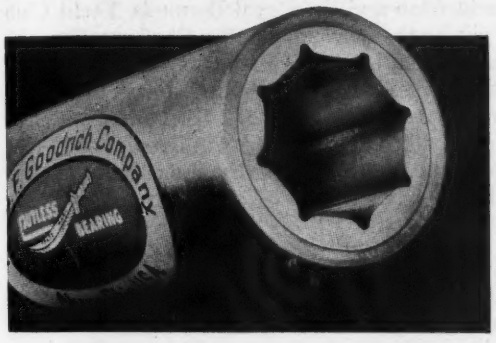

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SYNTHETIC RESINS

Sound Waves

By LEE SCUPPERS

THE long-awaited and much talked-of team match between the Class X and Class B one-design sailing dinghies finally materialized on February 20th, but about all that it proved was that the "BO" boys are a pretty smart crowd.

Ever since they adopted the fishpole mast and loose-footed sail and thus duplicated the rig of the "BO's," the "X" boat devotees have been trying to lure them into a race for money, mud or marbles. But the "BO's" always had something else to do; that is, until the afternoon of the 20th.

Of course it may have been pure coincidence, but it just so happened that on that date Sam Wetherill, George Isdale, Harry Hall and a couple of other leading "X" boat skippers were at Coconut Grove, Fla., competing in the Biscayne Bay Yacht Club's Sunburn Regatta. Whereupon the Larchmont "BO's" sallied forth and walloped what was left of Class X, 118 to 92, in a series of three races sailed in a light, spotty easterly breeze.

This stunt would be comparable to the Interclubs, represented by Corny Shields, Art Knapp, Phil Howard, Lawrence Marx and Bill Cox, sailing a match against the Bermudians while Eldon Trimingham, Vince Frith, Roddy Williams, Bayard Dill and Jim Pearman were in England. Apparently, all the "BO's" have done is to make the "X's" more bitter than ever.

\+ + +

Now that the Essex Yacht Club and the Royal Bermuda Yacht Club have approved the deed of gift for the Bermuda Dinghy Challenge Cup, the way is open for club challenges and bona fide team competition. Perhaps something will be done along these lines when Essex holds its annual spring regatta on the Connecticut, May 1st and 2nd. Let Larchmont challenge Essex and have an end to all this silly business. A handful of 11-foot dinghies can stir up more strife in a week than the Supreme Court, packed or otherwise, could settle in a year.

\+ + +

Delivery of the new International One-Designs to Long Island Sound owners is proceeding according to schedule, but because of an accident to two of the four boats brought over by the *Bergensfjord* the last of February, the fleet will not be up to its limit of 25 before August. *Maid of Honor*, owned by Bud Moxham, of Manhasset Bay, and *Wahini*, for Eric Whitney, of Glen Cove, were washed from their cradles by a boarding sea and slammed around the *Bergensfjord's* well deck until they were pretty thoroughly banged up.

The insurance company wrote them off as total losses and Moxham and Whitney ordered new boats. Inasmuch as the last of the regular shipments will not be here until April, and Bjarne Aas, the Norwegian builder, will have to turn his attention to five boats for Bermuda then, the summer will be pretty well gone by the time Moxham and Whitney get afloat.

A peek at the list of Bermuda owners for the International One-Designs reveals that the "Terrible Triumvirate" has been broken up. Vincent Frith and Bert Darrell, two of the rollicking crew of *Flirt*, the Black Menace of the old Royal Bermuda Yacht Club One-Design fleet, are paired in ownership of boat No. 4. Roddy Williams, sometimes helmsman, sometimes bilge boy with this pair, has joined Hal Butterfield and Eldon Trimingham in No. 5.

The other boats in Bermuda will be owned as follows: No. 1, Bayard Dill; No. 2, James E. Pearman, John Bluck, Jr., and Bernard Walker; No. 3, Leslie Haworth, C. H. Masters and Kenneth F. Trimingham.

\+ + +

Because the Bermudians do not expect to get their boats before June, there will be no spring team race at Hamilton between the "Onion Patch" yachtsmen and their Long Island Sound rivals, ex-Interclubbers. Their first meeting is expected to be on the Sound next September after the Star Class Internationals have been sailed. The problem of a trophy to perpetuate this rivalry, begun more than ten years ago by the Interclubs, has been solved through the generosity of Fred M. Hoyt, of Larchmont. A large silver vase, won in a race off Larchmont thirty years ago this Fourth of July by the famous racing schooner *Amorita*, then owned and sailed by Hoyt, has been offered to the team first winning four matches.

\+ + +

When American Six-Metre owners and N. A. Y. R. U. officials lift their foaming beakers of old musty these days and blow the suds away, they are with the same gesture dispatching in the direction of London a *baiser de Bronx* for H. Hyphen Smith. Although they are much too polite to say so in just those words, the Six-Metre sailors feel that good old Bookstall

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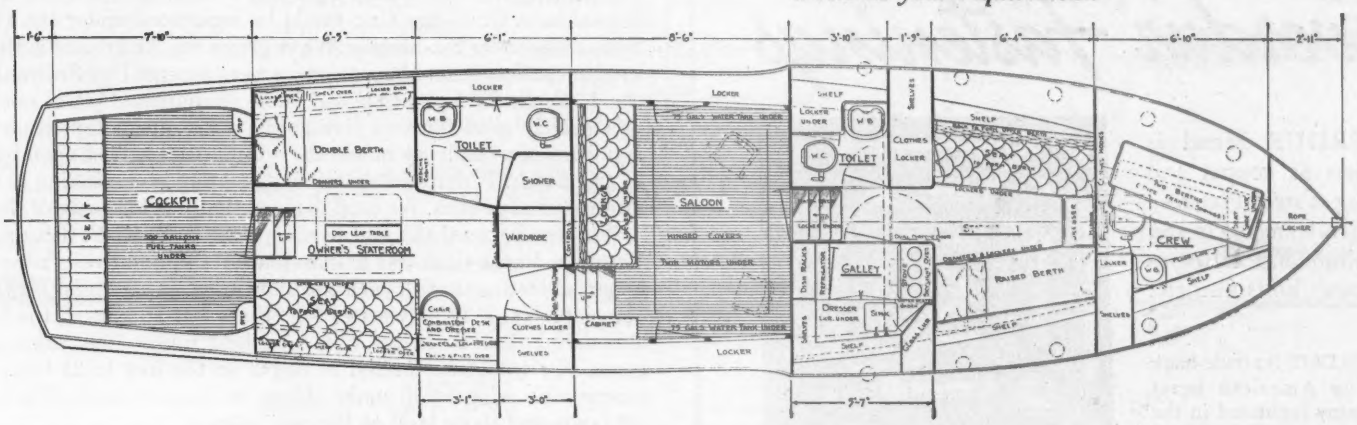

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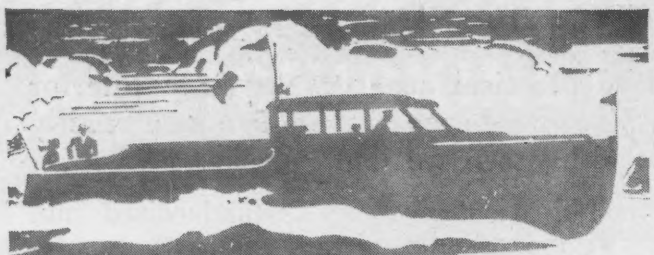

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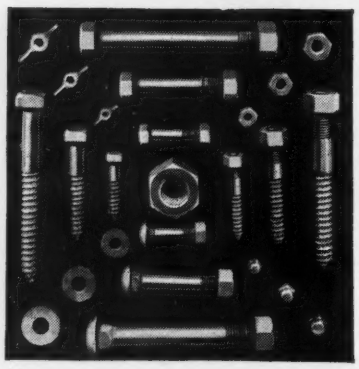

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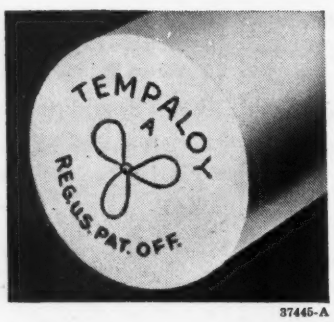

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slipped them the old double-X on the recent changes in the rig and sail requirements for "Sixes."

Having been informed by H-S last fall that nothing of importance was coming up at the I. Y. R. U. meeting, the N. A. Y. R. U. sent no delegates to the conclave. Whereupon up popped the Norwegians with proposals to limit the height of Six-Metre yacht booms to 1 1/10 meters above the deck and the jib sheet leads to 3 meters abaft the mast. These and several minor changes were adopted and when the Americans found out about it they discovered that half a dozen of our best "Sixes" were automatically outlawed.

When he had recovered from the shock, Philip J. Roosevelt, prexy of the N. A. Y. R. U., rallied his most diplomatic advisers around the typewriter and composed a smooth, carefully phrased letter to the Permanent Committee asking that, inasmuch as the Americans were not consulted about the changes, existing Six-Metres be exempted from the new provisions. Otherwise, the letter pointed out, many of our boats would have to be rerigged at great expense and inconvenience to their owners.

But the London committee sent back word that they had decided not to submit the American request to the Permanent Committee.

So, having no other alternative under the rules governing Scandinavian Gold Cup competition, Commodore Van S. Merle-Smith, of Seawanhaka Corinthian, announced that this year's races for the Gold Cup and the Seawanhaka Challenge Cup would be conducted under the 1937 rules of measurement for Six-Metres. What gripes the Americans is that the Norwegian challenges for these trophies were accepted by Seawanhaka before the I. Y. R. U. legislation had been promulgated. It is not considered particularly good form to change the rules of a competition during the pendency of a challenge unless the revisions are agreed upon by all parties to the match. Perhaps international yachting is descending to the level of international politics. We used to think that was true only of the Olympics.

Whereas Seawanhaka had to accept the I. Y. R. U. dictum, the Royal Bermuda Yacht Club was able to place its thumb to the nose and wiggle fingers at the fount of all yachting knowledge. In arranging for this month's Prince of Wales Trophy series for "Sixes" at Hamilton, the Bermudians announced that the races would be held under 1936 rules, except that genoa jibs would be limited in length on the foot to 21 feet. This was a compromise adopted to make things as equable as possible between the old boats and those built to the new rule.

\+ + +

Irish pennants: The new George E. Roosevelt Cup for Class X dinghies will go into competition at Essex on May 1st. . . . The Cruising Club of America rendezvous is set for May 8th–9th at Larchmont. . . . Georg ("Pico") Vetlesen, who has a three-masted schooner and a Twelve-Metre, has ordered a Six-Metre from Bjarne Aas for delivery here in August. . . . Luders has begun work on the new racing-cruising class for Long Island Sound yachtsmen. The boat is 40 feet over all, 25 on the water, 7 feet 6 inches in beam, draws 5 feet 3 inches and has 530 square feet of sail. . . . B. H. Innis-Brown is building, from Phil Rhodes' designs, a 41-foot cutter at Chute and Bixby's in Huntington. She will be called *Vanward* and is an enlargement of *Vanette*, which came out last year. . . . The Atlantics have adopted parachute spinnakers of identical cut and area for this season, thus abolishing all the full, flat, semi-parachute and whatnot kites that have caused so much trouble in the past. . . . W. T. Sampson Smith, once a Star boat sailor, is now a Star boat builder. He heads the group that incorporated recently under the name of Parkman Boats, Inc., to take over the business of "Uncle Joe" Parkman in Brooklyn. Parkman, who has built more Stars than any other man, has retired to a life of slippered ease. . . . Sparkman & Stephens, Inc., has designed two cruising yawls for Long Island Sound yachtsmen. They are *Veyling II*, 54 feet, for Judge Lawrence B. Dunham, of Riverdale, and *Avanti*, 56 feet, for Walter F. Rothschild, of Mamaroneck. . . . Arthur Knapp, three times champion of the Interclubs and runner-up last year by the width of a cat's whisker, will be in Harold Vanderbilt's afterguard on *Ranger* with Rod and Olin Stephens, and Zenas Bliss, the professorial navigator.

Southport, N. C., to Inaugurate Sailing Races

A NEW series of sailing races open to "A," "B," "C" and "Snipe" classes is to be run August 11th, 12th and 13th, under the sponsorship of the Mid-Atlantic Yachting Association, according to a recent announcement of W. B. Keziah, of Southport, N. C. Mr. Keziah is acting as temporary secretary of the movement, which has already received sanction from the South Atlantic Yachting Association.

Because of the peculiar location of Southport midway between the North and South Atlantic Associations, the name of Mid-Atlantic Yachting Association has been agreed upon. Having facilities either for a straight-away or 12-mile triangular course within a landlocked harbor, Southport seems to be ideally suited to small boat sailing, and this ambitious city's progress will be watched with keen interest.

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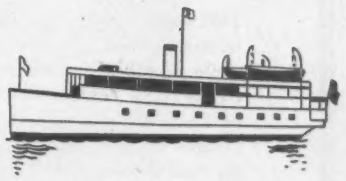

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Fig. 937

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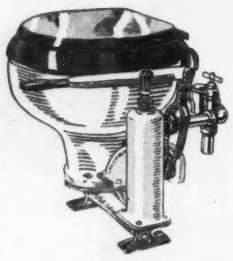

Fig. 1500

Fig. 880

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Narragansett Bay Gossip

By SPINNAKER LIZ

THE first boat to have her cover off is Al Stearns' schooner *Mohawk*. She is one of two boats that have been moored in the Barrington River all winter, the other being Frederick G. Towle's *Mother Goose*. Fortunately for them, there has been no ice in the river this year.

\+ + +

May will be a busy month for Herreshoff, as the English fleet, consisting of the two *Endeavours* with their convoy ships, the *Vita* and Mr. Sopwith's new 1600-ton motor yacht *Philante*, which is Britain's largest motor yacht, will base there. *Endeavour I* and *Endeavour II* will be fitted out as quickly as possible. The racing gear for the two Cup yachts will come by steamer to Boston and by rail to Bristol. All the boats will have moorings in Bristol and Newport.

Rainbow, which has been sold to Chandler Hovey, is expected at the Herreshoff yard some time in April and will be fitted with new equipment needed to replace the gear stripped for use on the new *Ranger*.

Over 30 Herreshoff 12½-footers have been built this year and over half of them have been sold.

The Class S boats seem to have taken a new lease on life. Many have been sold and seven are being built now, two to go to Newport, where the class is growing, two to Buzzards Bay and the others to various ports along the coast.

W. S. Rothschild's auxiliary yawl *Avanti*, designed by Sparkman & Stephens, Inc., will be launched the middle of April.

The new 54-foot auxiliary yawl, designed by John Alden for Frederick Ford of Detroit, is all planked and turned over on her lead. Work is progressing rapidly on the interior and she will be finished before long.

The shop reports the sale of one of the "Marlin Cruisers" (the standard Fish Class hull with a somewhat more commodious interior) for use at Sakonnet.

Herreshoffs are preparing to lay down a number of the International 14-foot dinghies, designed by Uffa Fox, which have been adopted as the one-design of the International 14-foot Dinghy Association.

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At the Frederick S. Nock yard, in East Greenwich, two 26-foot auxiliary sloops, designed by Winthrop L. Warner, are well under way; one is completely and the other partially planked. The keel and frames have been set up for a third, ordered by William T. Harris, of New York City.

The 50-foot Elco cruiser *Gull*, which was owned by Mrs. William Mauran, of Providence, left the yard the last of February for New York. Mrs. Mauran has ordered a new Elco cruiser to be delivered this spring.

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The Alder Manufacturing Co., in Warren, has a large job ahead in the conversion of an oyster boat into a freighter to be used in Brooklyn. This will take about four months. Inside the shop the new turtle-decked cutter is being planked. Bending 1½-inch Philippine mahogany to fit small curves is a job. She is designed and owned by Maurice Chapin, of Providence.

In the loft are the Snipes, one finished and three more in the process of construction. After these are finished Mr. Alder has an order for 22 skiffs, ordered for stock. Also at this yard Dr. McKnight's *Manatauqua* is having a new cabin and new engine.

Alder reports that work will start soon on a 28-foot sloop, designed by Charles MacGregor for a local yachtsman.

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Buzzards Bay

Peirce & Kilburn report the sale of the 58-foot auxiliary schooner *Gosling II*, from Geoffrey Whitney, of Boston, to R. H. Gillespie of Stamford, Conn., through the offices of Sparkman & Stephens. *Gosling II* was designed by Howard & Munro and built by Graves. The Ten-Metre *Blue Goddess* has been sold by C. McGregory Wells, Jr., of Southbridge, to Thomas A. Sharp, of Rochester. She was designed by Burgess, Rigg & Morgan and built in Germany.

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Through the Furnans Yacht Agency, the following boats have been sold: The sloop *Holokai* to Fred C. Kean, of New York, and Eli Hacking's yawl *Milonamae* to Addison G. Brooks. Eben C. Sprague, of Buffalo, bought the cruiser *Answer* from Alexander W. Moffat, of Boston, and H. L. Capron, of Attleboro, bought the cruiser *Abenaki* from John J. Gillis, of Needham.

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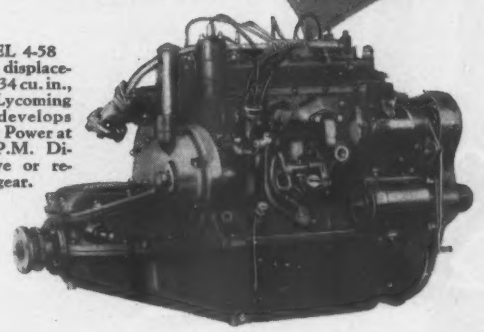

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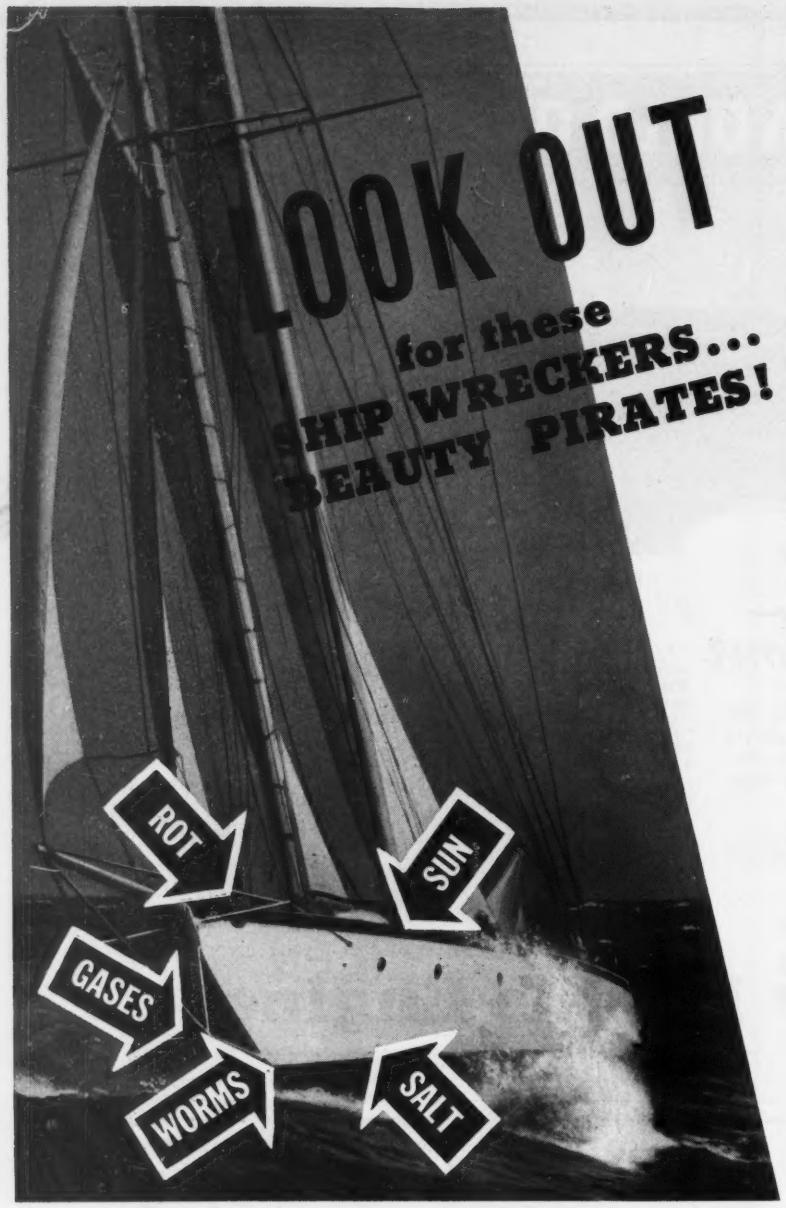

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Great Lakes Breezes

By R. A. HAYNIE

AN INTERESTING exhibit at the recent Chicago Boat Show was the Midwinter Challenge Cup of Cuba, won in the annual Star Class races, at Havana, by "Woody" and John Pirie, of the Sheridan Shore Yacht Club, with their *Twin Star*.

After being nosed out by Adrian Iselin and Paul Shields in the series for the Bacardi Cup, in which they finished third, they came back to win this trophy with two seconds and a third in the three races.

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The Robinson brothers, Sanger and Ted, have sold their 30-Square-Metre *Lill-Singva* to Marblehead, whence they brought her. While her leaving these waters is regretted, it is probably only a question of time before the "Thirties" come into their own here. The Robinsons have declared themselves willing to bring out another yacht of this class as soon as a second is forthcoming. Many yachtsmen here are convinced that the Square-Metre class is the coming type for the Lakes, and that it is only a matter of time before these boats will provide the principal races, even in the larger classes, aside from the Cruising Division.

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The Chicago Yacht Club's Tumlaren owners held a meeting to adopt governing rules and prepare a schedule. Five of these yachts are now building and will join the fleet this spring. With the four already enrolled in the club, a fine fleet will turn out for the racing.

Knud H. Reimers, designer of the class, has presented a cup as a perpetual trophy which will go to the winner of the season's champion.

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The Sears Cup Races, for the Junior Championship, have attracted so many entries that it has become necessary to reduce entries to provide the keener racing which can be had only with a limited number of yachts.

With this in mind, there will be only one entry from the Great Lakes, and the Lake Michigan Yachting Association has been asked to conduct a series of races to select a representative. The races will be held at Chicago, probably some time in July.

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The Power Yacht Squadron of the L. M. Y. A., enthusiastic over the success of its cruise last summer, has announced that the event will be repeated this year. The rendezvous will be at Chicago, on July 17th, and the fleet will proceed northward along the west shore to Green Bay, with overnight stops at Milwaukee and other ports.

The final destination is Menominee, Michigan, where, after participating in the activities planned under the direction of Al Henes, the fleet will disband. The cruise will again be guided by Dr. Oscar Nadeau, who did an extremely able job last year.

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More new yachts. The Thompson Boat and Engine Works, of Chicago, are building three new sailing yachts, all for Chicago yachtsmen, a 36-foot Alden cutter for Emmett Parker; a 34½-foot Alden cutter for Carson Hoover, and a 38-foot Alden yawl.

This yard is also building a 45-foot power launch, with a capacity of 50 passengers, for use on an artificial lake near Denver, Colorado. The firm reports orders for future deliveries that will keep the yard going well into the summer.

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After absence from yachting for a good many years, M. B. Salisbury decided a couple of years ago that he had been too long away from the water, and bought a Matthews motor sailer. Now he has decided to get a larger yacht and is having a 40-foot Alden-designed cutter built at Graves' yard, at Marblehead. He will enter the Mackinac Race and probably the other distance races.

A sister ship of Mr. Salisbury's yacht is also being built at Graves' for another Chicagoan, Ephraim Banning IV, of the Columbia Yacht Club. This boat, to be named *Lord Jim*, will be entered in the Mackinac Race.

A Correction

IN THE description of the Hampton One-Design boat in the March issue of YACHTING, the price of the boat was given as $275.00. This, we are informed, is an error as the price has been $325.00, f.o.b. Newport News, since August 1st, 1936. This price is subject to advance without notice due to the rising costs of raw materials.

We regret the error in quoting this incorrect figure in the description of these interesting boats.

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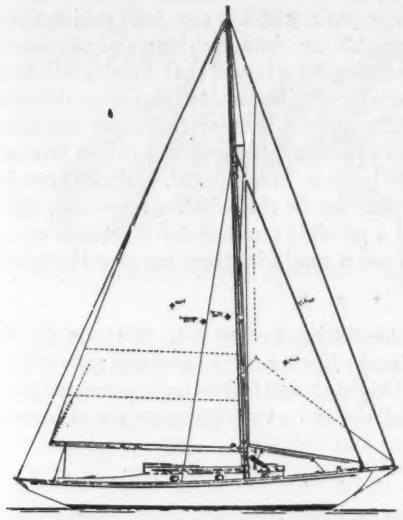

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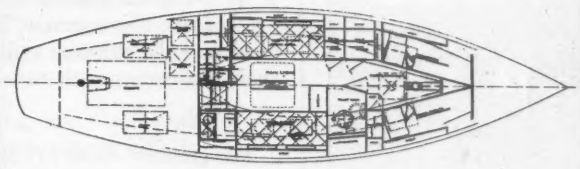

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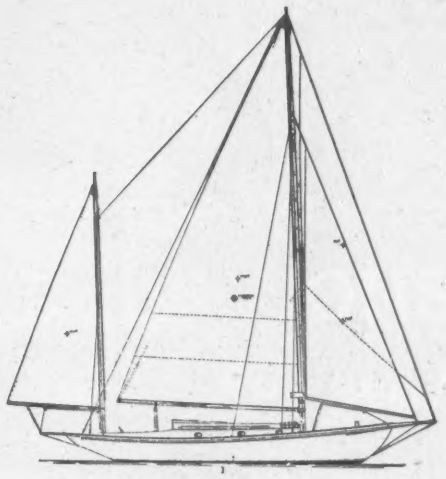

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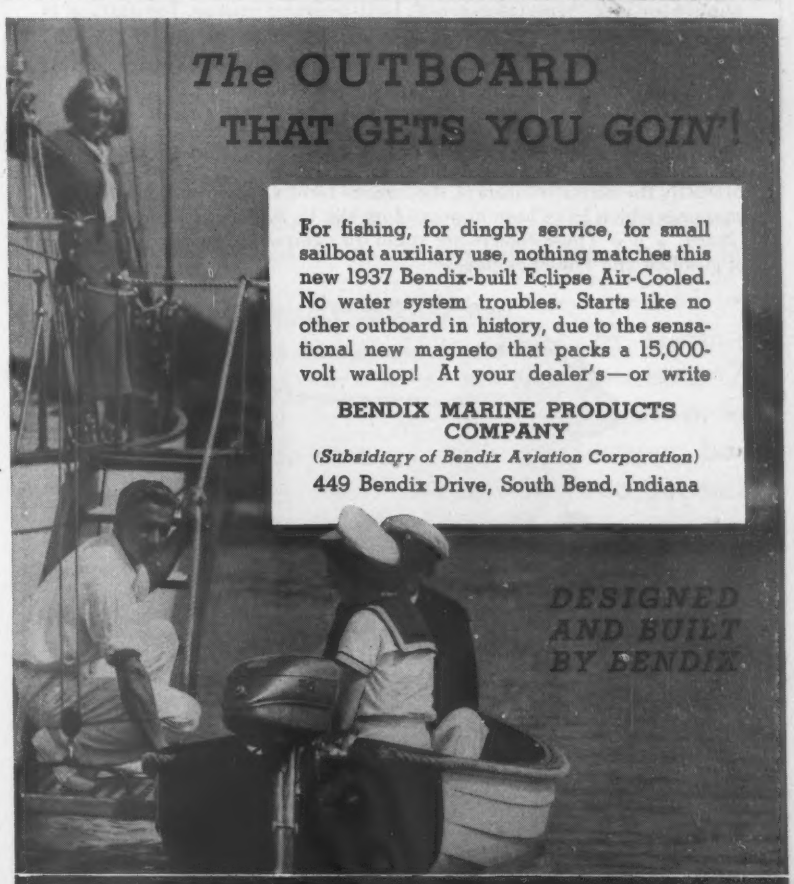

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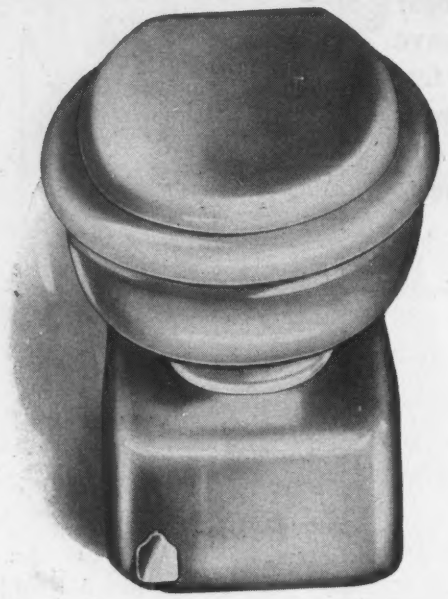

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Massachusetts Bay Flashes

By ED EARLE

WITH fitting out days here, the Cup boats are important marks along this stern and rockbound coast. Harold S. Vanderbilt's *Ranger* is in the last stages of construction, Down East at Bath. *Yankee* is grooming up at Lawley's Neponset yard, with her new sails taking shape at "Pres" Wilson's, in New York. All her crew is hired and on the dock, busily engaged in painting and rigging. It is hoped that *Yankee* will be back at her old mooring at Marblehead early this month. *Rainbow*, defender of 1934, recently acquired by Commodore Chandler Hovey of the Eastern Yacht Club, will be towed from Bath to the Herreshoff yard, at Bristol, for rigging, and she is likely to come back to Marblehead. A shakedown brush between *Yankee* and *Rainbow* may be in the wind. At present, nothing definite has been gleaned about a possible purchase of *Weetamoe* or of the Crane-designed boat tossing her sea bonnet into the Cup wars this summer.

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The Eight-Metre owners at Marblehead view with disfavor the limits proposed by the International Yacht Racing Union and will race under the present rule this summer. The "Eights" will be the major class at Marblehead and the skippers still want the fun of selecting sails and increasing their proficiency with parachutes and Genoas.

\+ + +

The greatest boom in new yacht construction since 1929 finds New England topping the nation in number and tonnage of new craft. John G. Alden heads the list of designers with practically sixty cabin boats, over 30 feet in length, under construction.

\+ + +

The 30-Square-Metres will be decidedly in the sun this summer at Marblehead with eight of the eighteen Skerry Cruisers large modern boats. The *Essex II*, ex-*Skjold VIII*, has been acquired by E. Arthur Shuman, Jr., and she should be a formidable contender against the *Moose*, *Viking*, and *Lill-Singva*. *Essex II*, now to be renamed *Tipler VII*, was designed by Knud H. Reimers, of Stockholm, and built by Oscar Schelin, at Kungsor, Sweden. She is one of the largest of the modern fleet. Another new "Thirty" is expected to come over for a Marbleheader. This, with John S. Lawrence's new boat, will make nine modern sail area craft racing. It looks now as if the older type "Thirties" will race in a separate division.

\+ + +

The M-B Class (17½-footers) will have 21 or 22 boats racing in the class with *Yolanda*, purchased by Eugene T. Connolly of the Corinthian Yacht Club, from "Woof" Hallowell of the Beverly Yacht Club, through the office of "Art" Shuman. Other recent sales through this office include the 33-foot cutter *Phalorope*, by George Poor to Wesley Purdy; the 31-foot yawl *Asahi*, by Fred C. Dion to Charles C. Harris, of Hingham; the 32-foot double-ended cutter *Mudjekeewis*, by William Rothwell to Richard Traiser, of Marblehead; the 22-Square-Metre *Win-D-Peg*, by Harry Thorndike to Edward L. Brewster; and the 41-foot over all auxiliary cutter *Sunshine* (ex-*Tinavire*), by Thomas Cox, of New York, to George Poor, of the Eastern Yacht Club. *Sunshine* was designed by W. Starling Burgess for Elihu Root, Jr. She is double planked with mahogany over galvanized steel frames.

\+ + +

The Corinthian Yacht Club is planning a grand opening on May 31st. A shakedown race will provide skippers and crews an opportunity to try out new sails and the new paint job a week before the official opening race on June 5th. The club plans to have tea dances on Saturday race days. The quarters have been renovated and a new steward-manager will be on deck.

\+ + +

Recent sales through the office of Eldredge-McInnis, Inc., include the picturesque 32-foot motor sailer *Raccoon*, by James R. Hammond, of Boston, to Alexander W. Moffat, of the Boston Yacht Club; the 31-foot auxiliary sloop *Irene*, by Clifford Roberts, of Winchester, to Dr. Philip Chenevert, of Lynn; and the 36-foot auxiliary cutter *Grace*, by Sumner H. Hancock of Duxbury, to George W. Stevens, of Marblehead.

\+ + +

The sixty-sixth season at Marblehead will open June 5th and end September 19th, with 24 championship races on the slate held under the burgees of the Corinthian, Eastern, Boston and Pleon Yacht Clubs. The Pleon, the oldest junior organization in North America, will celebrate its fiftieth season with a Golden Jubilee regatta on June 17th. The Eastern Yacht Club will hold its annual regatta on July 24th and start the next day on a cruise to Provincetown, Mattapoisett and Edgartown, ending at

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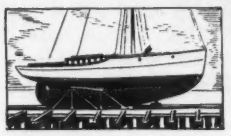

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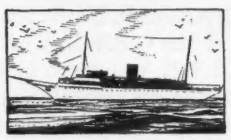

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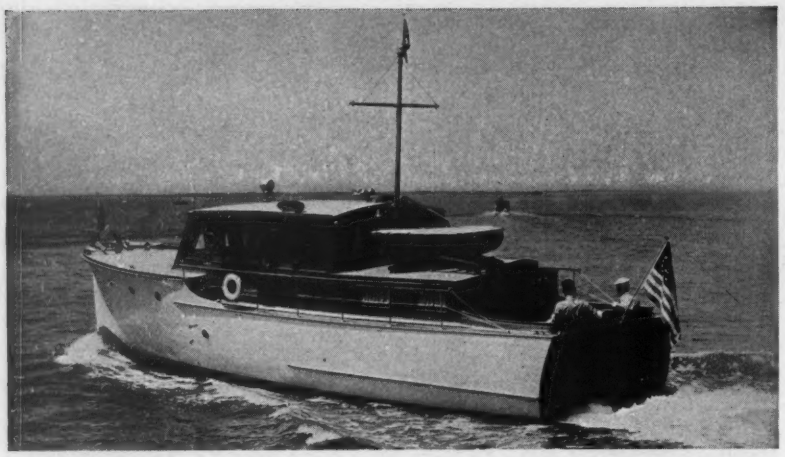

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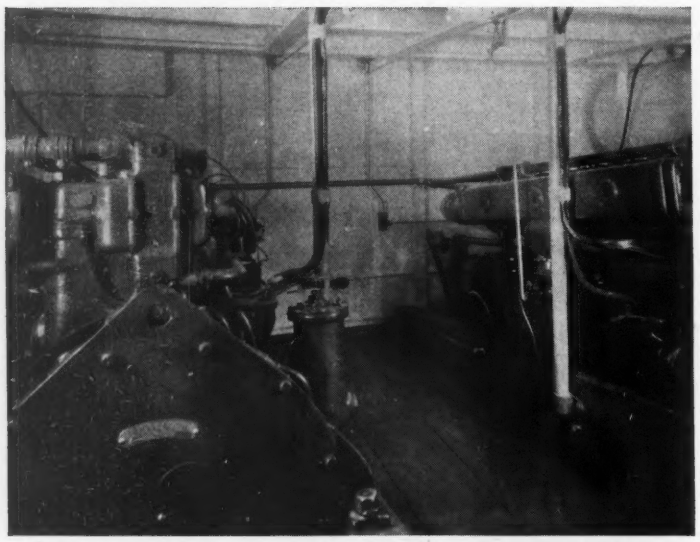

Photo shows the generous amount of space in the engine-room of the Forty. Access is through a door from the galley, and fuel tanks are elsewhere, in separate watertight compartments. Power plants in Vinyard Cruisers present no servicing problem because they are easy to get at.

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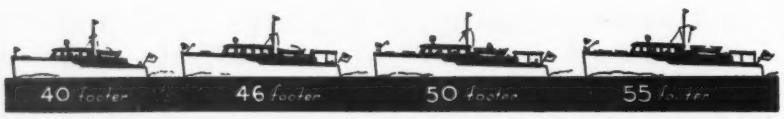


Newport on July 29th, two days before the America's Cup races get under way. The Eastern will repeat its ocean race from New London to Marblehead, starting on June 28th, the Monday following the Harvard-Yale boat race.

\+ + +

The Yankee One-Design Class exhibition of a score of plans from anonymous designers created much favorable criticism. It looks now as if the "composite ideal" will be laid down ahead of schedule. Two "Yankees" have already been ordered, by Charles A. Welch, Corinthian Yacht Club, and George H. Mackay, Nantucket Yacht Club.

\+ + +

The *Yankee's* shift, from a cutter to an out-and-out sloop with a single head rig and a bigger mainsail, will be watched with interest by all hands when she begins her shakedown spins in Massachusetts Bay, April 15th.

\+ + +

Three new additions to the Massachusetts Bay Indian Marconi Class have been built this winter for Horatio Holland of Squantum, Louise Oliver, of Wollaston, and George Scigliano, of Winthrop.

\+ + +

Dr. Alfred V. Cogan of the South Boston Yacht Club, owner of the Class I boat *Bonitwo*, is one of the prime boosters for a larger turnout of the 18-footers, the oldest class in the Bay, this season. An interclub home-and-home series has been arranged with the Rockport 18-footers.

Chesapeake Bay Activity

By TED HOSTER

AT a meeting of the Chesapeake Bay Yacht Racing Association in late February, the schedule for the coming season was ironed out. Representatives of the various clubs were taken to Annapolis in the morning where they made a trip of inspection of the Naval Academy, the yachts *America* and *Vamarie.*

Among the more interesting features covered at the meeting were the following: It was decided to join the North American Yacht Racing Union subject to that organization's acceptance of the C.B.Y.R.A. as a member and to making the membership of the C.B.Y.R.A. open to individuals as well as to yacht clubs. A committee, under the chairmanship of Dr. S. H. Hoover of the Sparrow's Point Yacht Club, was appointed to study plans for small one-design class boats which will not only be smart racing craft but which also have accommodations for week-end cruising. New members elected are the Chester River Yacht and Country Club, Chestertown Md.; The Potomac River Sailing Association, Washington; the Indian Landing Boat Club of the Severn River and, as an honorary member, the Naval Academy Boat Club.

\+ + +

Also in February, the Hampton Yacht Club, Hampton, Va., was host at a dinner for nearly 300 of its members and their friends. They were entertained by "Alf" Loomis who showed his movies taken on the *Yankee* while she was racing in English waters two summers ago. As something new in the history of yacht clubs, as far as I know, the club asked the skippers of all fishing boats and trawlers in the vicinity to attend and a majority of these invitations were accepted.

\+ + +

Richard Randall, of the Gibson Island Yacht Squadron, reports the sale of his Burgess-designed Eight-Metre *Loke,* to Arthur H. Clephane, of Washington, who plans to become a member of the organization and to keep the boat in her old haunts.

\+ + +

A new arrival on the Bay this season will be a Rhodes-designed yawl similar to *Narada.* She is now being built at Nevins' Yard, at City Island, N. Y., for James H. Dunbar who has recently moved to Wilmington, Del.

\+ + +

The Chesapeake Bay was represented in the Dinghy Regatta of the Biscayne Bay Yacht Club at Coconut Grove, Fla., late in February, by Hammond Gibson from Easton, Md., and this writer, from Gibson Island. The former came in fourth in Class D and the latter seventh for the series.

\+ + +

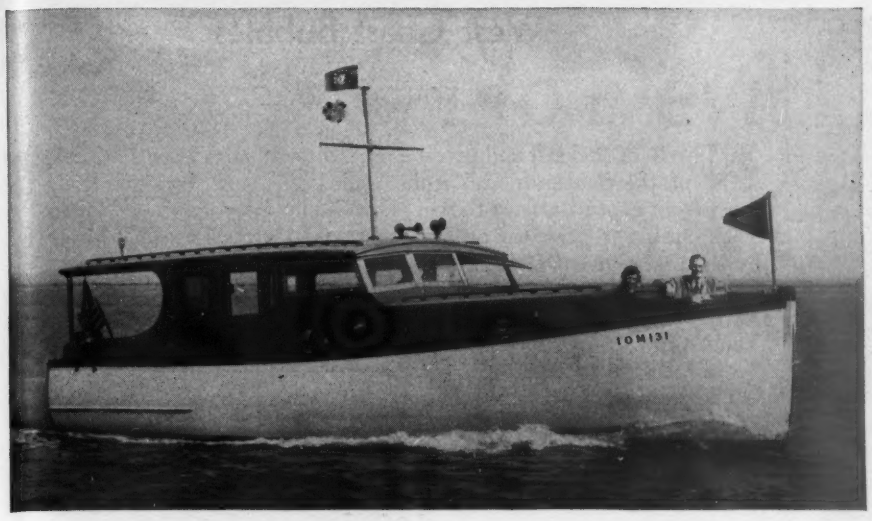
W. J. H. Dyer, of The Anchorage, Providence, has recently appointed T. G. Hoster, of Baltimore, his representative.

\+ + +

Alexander L. (Sandy) Hiss, Baltimore representative of Yacht Sales and Service, returns this month from Florida.

\+ + +

The Ocean Race Committee of the Gibson Island Yacht Squadron reports that forty owners have indicated their intention of entering the race from New London in June.



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West Coast Bubbles

By WALDO DRAKE

NEARLY 200 sail and power events already crowd the 1937 calendar of the Southern California Yachting Association, promising the coast from Santa Barbara to San Diego its busiest season.

The spring program will be launched at San Pedro on April 10th and 11th by the first segment of the California Yacht Club's annual ten-race Gold Cup series for Six-Metre and Eight-Metre yachts and will gain full swing on April 24th, when all South Coast cruising fleets join in the Los Angeles Yacht Club's thirty-second annual stag cruise to Johnson's Landing, on Santa Catalina Island.

The probabilities are that the April 24th week-end will also see the dedication of the Los Angeles Yacht Club's new house on Terminal Island, of whichthe first wing, atop the 2200-foot breakwater at Fish Harbor, is due for completion April 15th.

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Outstanding new events this year include two annual fixtures for single-stickers. On June 19th, the California Yacht Club will inaugurate its 50-mile windward-leeward race from San Pedro Bay for sloops and cutters, and on September 18th and 19th, the Long Beach Yacht Club will hold the first races for the new perpetual trophy offered by George L. Craig. This big bowl, with twelve smaller replicas for the first twelve annual winners, has been allocated to the Class M and N cutters, of which there will be seven good boats in competition off San Pedro this season. The course will be triangular, 30 miles in length.

The association will also inaugurate the squadron cruise idea this year for the three-day Independence Day week-end. With both sail and power classes competing, the fleet will race from San Pedro to the Catalina Isthmus on Saturday, remain overnight, continue to Santa Monica on Sunday and race home Monday.

The power squadrons are also joining forces on a 350-mile cruiser race, September 25th to 28th, inclusive, from Long Beach to Santa Barbara to Avalon to Coronado and home to Long Beach.

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The seventeenth annual Southern California Regatta has been formally booked for the week of August 2nd to 7th, but the locale is not expected to be determined until the April 2nd meeting of the association.

Santa Barbara's chances for again securing the regatta have been materially increased by the enthusiastic development of the new Channel Islands Yacht Club there. The Catalina Isthmus is also being strongly boosted as the race week site.

\+ + +

Erwin C. Jones, who has just completed a thoroughly successful year as S. C. Y. A. race committee chairman and several years' tenure as busiest man on the committee, was tendered a parting gift of a ship's clock for *Blue Jay*, his 32-foot Schock-designed cutter which the Priess & Mitchell yards launched at San Pedro on March 20th.

Erwin's successor is his competent and cheerful understudy, D. R. O. Hatswell, who is also the California Yacht Club race committee head this season.

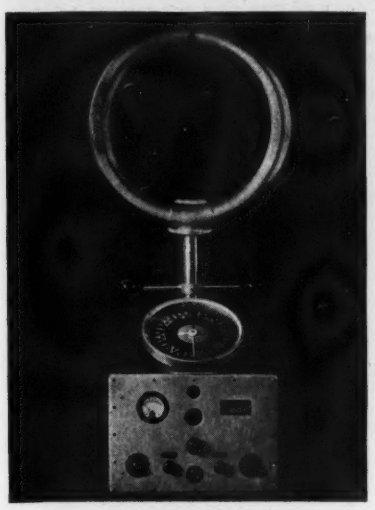
\+ + +

Charles Page's veteran Class N cutter *Westward*, of the Los Angeles Yacht Club, struck her old-time stride last month in the second annual sailing of the Mayor Shaw Trophy Race around Catalina Island and won the 67-mile overnight, boat-for-boat event in the fast time of 14 hours 27 minutes.

She finished a full hour-and-a-half ahead of Walton Hubbard, Jr., and Willis Hunt's brand new Class Q cutter *Stormy Petrel*, followed, among twelve starters, by Owen Churchill's Eight-Metre *Angelita*, W. L. Stewart, Jr.'s, schooner *Santana*, Howard Wright's yawl *Siwash*, and Dr. Archie Steele's ketch *Stella Maris*. Tom Reed's schooner *Paisano* did not defend.

\+ + +

Bubbles . . . Sailing enthusiasm is returning with a rush among both commissioned and enlisted personnel of the United States Fleet since the cruisers, battleships and aircraft carriers have been equipped with the new 30-foot ketch-rigged whaleboats. San Pedro Bay is now dotted every week-end with the white sails of these trim little centerboarders, which are turning out, ten to fifteen strong, for races preliminary to the spring regatta. . . . *Stormy Petrel*, 42-foot cutter just completed by the South Coast yards at Newport for Walton Hubbard, Jr., and Willis Hunt, from the Hubbard concern's own designs, is announced as having been built to prove that a boat of her size and facilities exemplifies the ideal one-design



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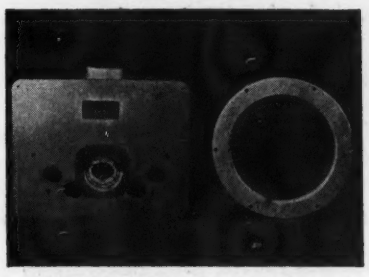

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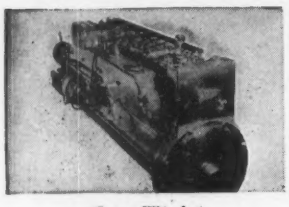
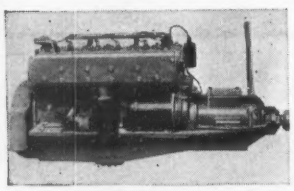
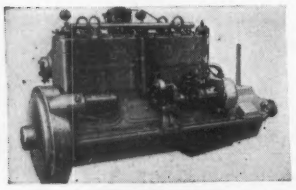


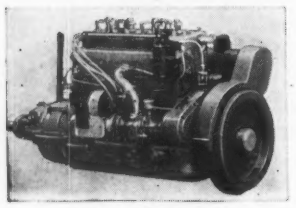
Green Witch 6
150 h.p. at 1200 r.p.m.



Palmer Hercules 6 (conversion)
60 h.p. at 2200 r.p.m.



Storm King 6
75 h.p. at 1400 r.p.m.



Little Huskie 4
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PNR4 — 4-cylinder	24 h.p.
ZR1 — 1-cylinder	7 h.p.
ZR2 — 2-cylinder	18 h.p.
ZR3 — 3-cylinder	30 h.p.
ZR4 — 4-cylinder	40 h.p.
F2 — 2-cylinder	18 h.p.
F3 — 3-cylinder	25 h.p.
F4 — 4-cylinder	35 h.p.
F6 — 6-cylinder	50 h.p.
NK2 — 2-cylinder	25 h.p.
NK3 — 3-cylinder	35 h.p.
NK4 — 4-cylinder	50 h.p.
NK6 — 6-cylinder	80 h.p.
Little Huskie — 4-cylinder	15 h.p.
Half Huskie — 2-cylinder	5 h.p.
Power-Boy Six — 6-cylinder	40 h.p.
P.A.L. — 4-cylinder	40 h.p.
Green Witch — 6-cylinder	150 h.p.
Green Witch — 4-cylinder	80 h.p.
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auxiliary racing cruiser. With a water line length of 28 feet 3 inches, and 9 feet 6 inches beam, she hoists 789 feet of working canvas on a Universal Rule rating of 22.5. She has two double cabins, toilet room and galley. . . . The Priess & Mitchell yards, at Wilmington, will launch, on April 15th, a 39-foot cruising cutter, from designs by Edson B. Schock, for Phil C. Thomson, of Los Angeles, and will soon begin construction of a cutter of similar size, from the board of L. E. Geary, for a Southern California client. . . . Everything that cruises the air or the seas, from 9-foot dinghies to giant transport planes, was on view at the Los Angeles annual Aircraft and Boat Show, held in the Pan-Pacific auditorium from March 13th to 21st. High interest was displayed by the motor boat fraternity in the new Elco 41-foot fishing cruiser, a Diesel-powered replica of George Vanderbilt's fast *Wiki-Wiki*, shown by the Harry C. Wilson Company, which completed its sumptuous new glass-and-steel Terminal Island showrooms in late March. . . . Hal Carlson, San Pedro boatbuilder and William Tregoning, veteran Seattle naval architect, jointly have reopened the pioneer William Muller shipyards on Mormon Island, San Pedro, and have christened the new enterprise by simultaneous construction of five one-design 40-foot express cruisers.

Detroit River and Lake Erie News

By WALTER X. BRENNAN

JUST when everyone in the Inter-Lake Yachting Association area thought that the old conflict of dates between the Port Huron-Mackinac Race and the I. L. Y. A. meet was a thing of the past, it raises its ugly head again and threatens to upset what was expected to be a peaceful season hereabouts.

Three years ago the regatta date was moved from mid-July to mid-August because boats and crews could not be in two places at one time and the Mackinac event is fixed in July. This year, the date of Bayview's Mackinac Race, which usually coincides with the race from Chicago, has been set for a week later than usual. Last fall the I. L. Y. A. event was moved up a week, to August 9th–11th. Figuring a week to Mackinac and back, there would be but a week to get ready for the Lake Erie regatta.

It looks, therefore, as if there will have to be some changing of dates if one or the other of these events is not to suffer. There are two possibilities—one that Bayview will run its Mackinac Race on the usual date, in mid-July, regardless of Chicago's race, and the other that the I. L. Y. A. (made up of a lot of non-Mackinac Race-minded sailors) change its date.

\+ + +

Cleveland's Class R, which stages some of the keenest class racing on the Great Lakes, will have new interest this season. *Goon*, which was owned by Eugene Kettering and "Sonny" Winton, has been sold to Ray St. John, and Al Edgerton has purchased Carl Barth's *Robin*.

George Billington has bought St. John's *Alladin* and E. D. McCurdy, Edgerton's *Bonito*, both Class H boats.

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Toledo Yacht Club members are beginning to feel pretty salty with the Knights' *Meridian* in the Bermuda Race and a crew of T. Y. C. sailors aboard *St. Clair* in the Miami-Nassau Race.

\+ + +

Comets continue to breed in these parts. Cleveland Yachting Club members have increased their fleet from seven to eighteen since the last writing and T. Y. C. is expecting a half dozen more in its harbor.

\+ + +

C. Y. C. promises to have considerable swank this season with construction getting under way this month on a new dining room, modern cocktail lounge, check room, kitchen, and ladies' lounge. Grounds and drive will also be improved.

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The U. S. Power Squadrons continue to spread. The Maumee River Yacht Club, at Toledo, is the latest recruit. The Cleveland group, starting with a class of 70, has grown to 143, necessitating the division of the group into two sections.

Detroit's 1937 first course men took their exams late in February and the Sandusky Sailing Club class took theirs in mid-March.

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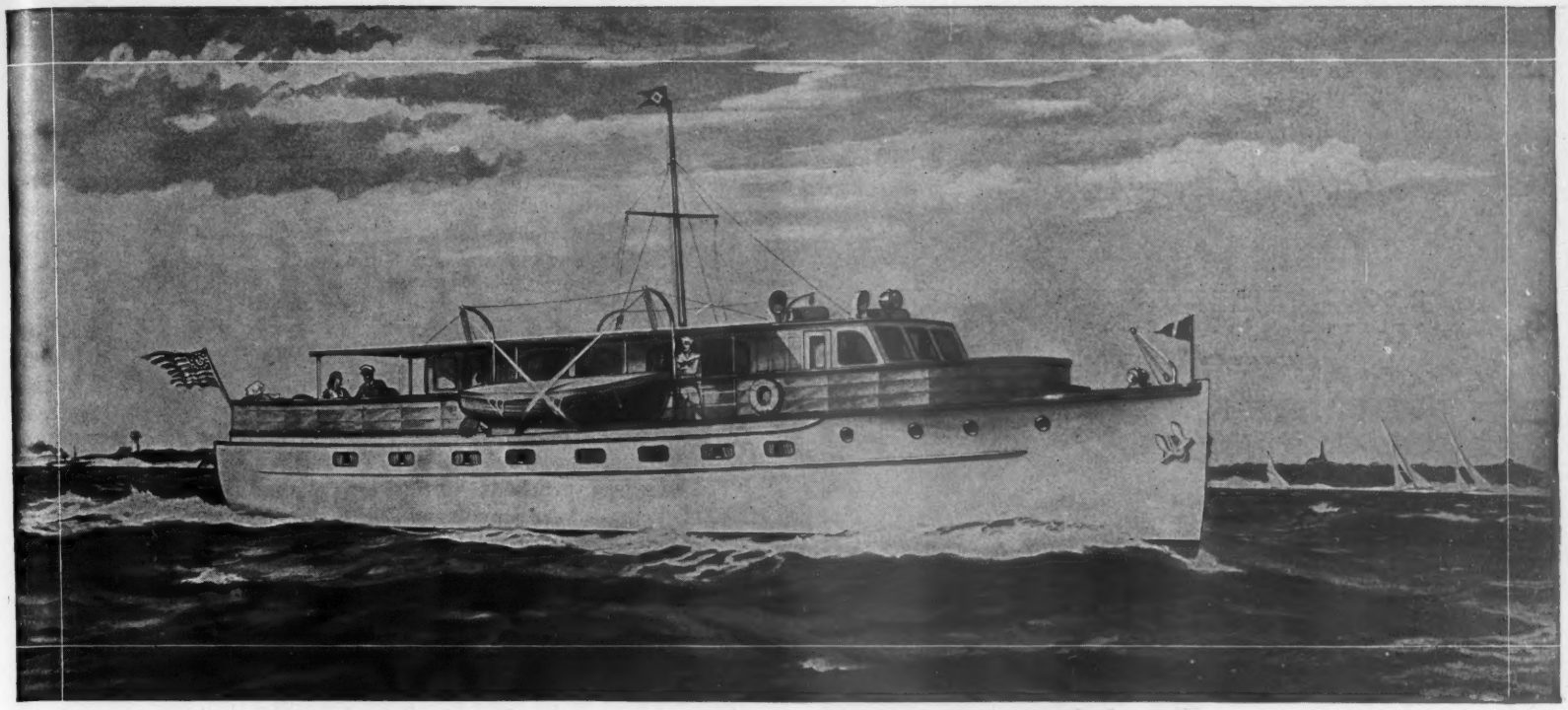
"Bunkie" Knudsen's yawl *Clelma* is undergoing some changes at Pouliot's which should make her an important contender in the season's



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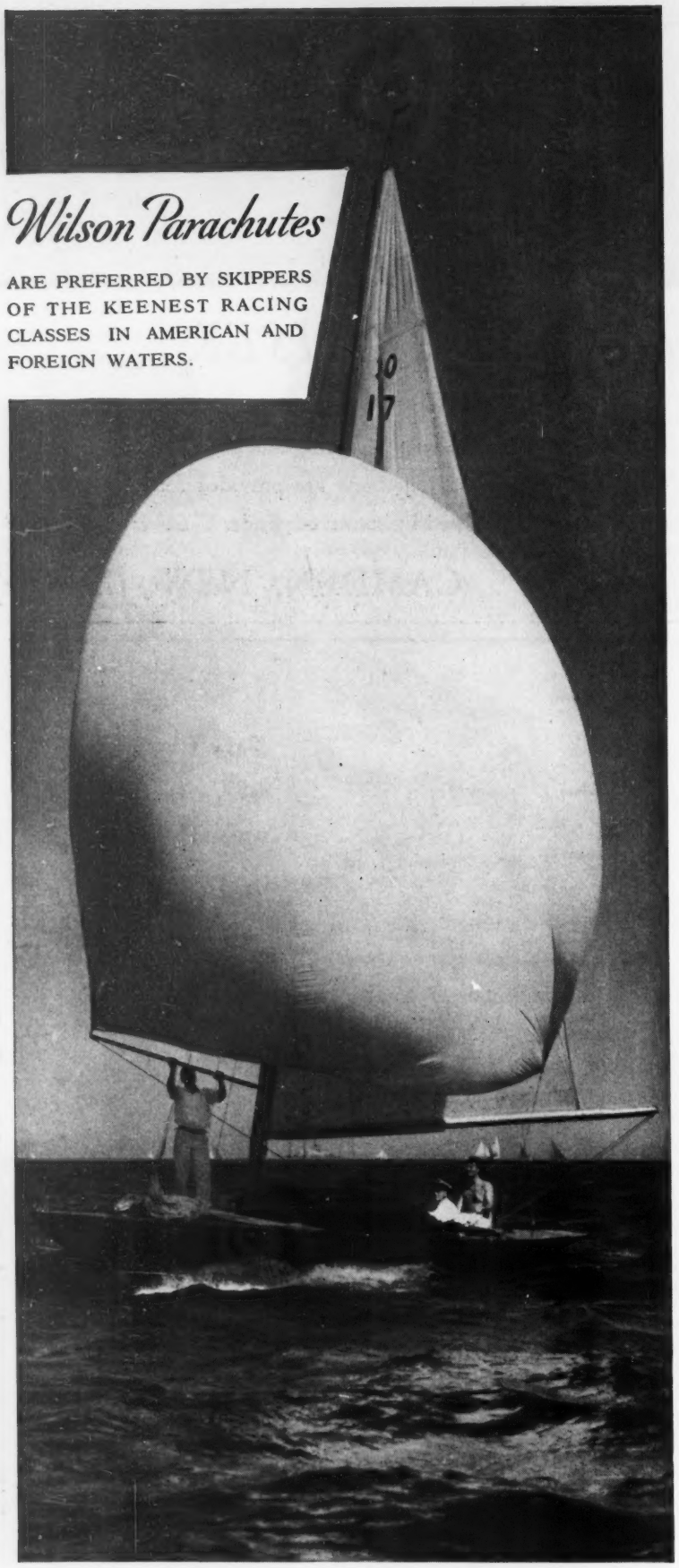

events. A new hollow mainmast, to replace her solid spar, will be the most important alteration.

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After trying for three years, Howard Boston, of the Buccaneer Boat Club, of Mt. Clemens, finally lifted the *Yachting News* 15-Square-Metre ice yacht trophy from the Cass Lake Ice Yacht Club on February 21st. Boston left no doubt about the superiority of Ed Buckman's boat *Joker*, which he used, or of his ability, as he took the event by winning three straight races. The series was sailed in a heavy snowstorm.

\+ + +

Clem Socie, of the King Ice Yacht Club, with *Fritz*, of Toledo, won the Pouliot 15-Square-Metre ice yacht trophy easily on February 28th, at Cass Lake, where the only ice yachting in the area has been enjoyed this season. The event was a ten-mile windward and leeward race. Ideal conditions prevailed.

The King fleet surprised both the Cass Lake and Lake St. Clair sailors as the Toledo boats were brand new. Cliff Rogers' *Red Cloud*, of K. I. Y. C., was second and Norm Sarns' *Kibitzer*, of Lake St. Clair, was third in the fleet of nineteen.

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The problem of making the Inter-Lake cat boats a one-design class seems to be finally settled after more than a year of study. The cats have been prominent here for 35 years but, being built to a rule, show considerable variation. The matter of making them a one-design class proved to be more of a problem than was anticipated. The dimensions will be 22 by 8 feet, with 270 square feet of canvas and a compromise, ballasted keel. The lines of Miner A. Gregg's *Polly Gregg* have been adopted and all Inter-Lake cats in the future will be built from her plans. There are probably one hundred of these boats in the area.

Florida Trade Winds

By VIVYAN HALL

PRELIMINARY to the Biscayne Bay motor boat regatta, the Miami Junior Chamber of Commerce conducted the first motor boat show ever held in the South. Centrally located between Biscayne Boulevard and the bay, the exhibition was opened March 7th and continued all week. President C. D. Van Orsdel, of the Junior Chamber, served as general chairman with William S. Edwards as show manager. The displays consisted of boats of racing as well as pleasure types, engines, fishing tackle, and accessories of all sorts for both boating and fishing. Among those taking part were the Atlantic Marine Boat Yard, Lycoming Motors, Croft Engineering Co., Jack Dunn Chris-Craft, Inc., Lew Hewes Outboard Service, Hopkins-Carter Hardware Co., Forrest E. Johnson Boat Works, J. Frank Knorr, Inc., Marine Motors and Parts Co., Matthews Cruisers, Inc., Henry A. Pohl, Inc., Prigg Boat Works, Bernell Sawyer Boatbuilder, Skeets Marine Radio Co. and J. N. Vernam Co. Much interest was shown in Jack Rutherfurd's *Ma-ja II*, winner of the President's Cup in 1936. Though the sponsoring group was modest in its advance claims, the show proved a success and it is hoped will be made an annual affair.

The regatta, held for the 24th consecutive year, was increased to four days of racing, beginning March 18th. Included in the program were races for all classes of outboards, the 225 hydroplanes, the Gold Cup class, Class E runabouts and several cruiser events. The Prigg invitation race, for which a new stock runabout was the trophy, attracted the largest number of entries. As in 1935 and 1936, the Miami Junior Chamber of Commerce was in complete charge of the meet.

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Though hard pressed in every event in the best outboard racing competition seen here in years, Dick Neal, of Kansas City, C. Mulford Scull, of Ventnor, N. J., Marshall Eldredge, of Weymouth, Mass., and Thom Cooper, of Kansas City, were the big winners at the Jacksonville and New Smyrna regattas. With an average of over eight starters in each of the 22 events, the New Smyrna meet provided all sorts of excitement. Best speeds in each class were 40:08 m.p.h. in Class A; 43:10 in Class B; 48:10 in Class C; and 48:43 in Class X. At Jacksonville, the best heats were 42:57 m.p.h. in Class A, 47:49 in Class B, 51:99 in Class C, and 51:49 in Class F.

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Eau Gallie has made extensive preparations for the three-day Moth Class regatta which started on March 26th. The yacht club announced world

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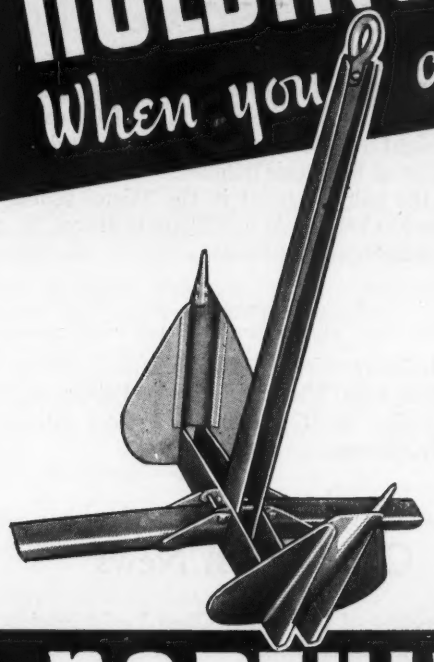

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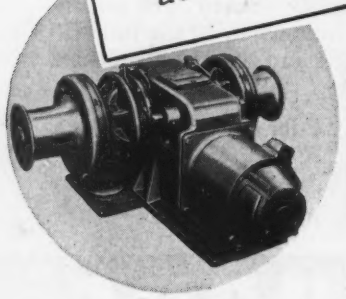

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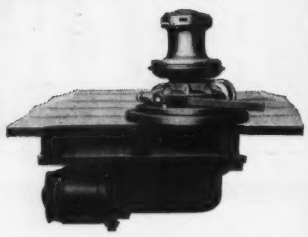

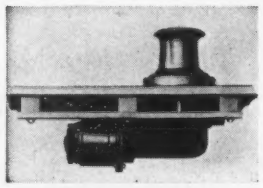

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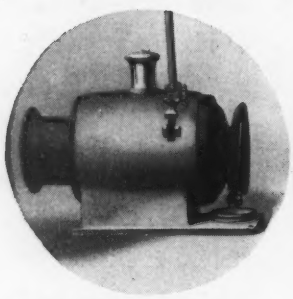

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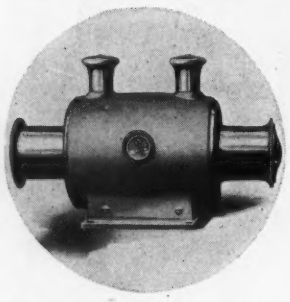

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champion events for the Antonia Trophy as well as for the girl and junior groups of Moth sailors. Eau Gallie has recently completed a new city dock which considerably increases its waterfront facilities. This port is fortunate in having as enthusiastic and able a yachtsman as Mayor George Gleason heading the city government.

Ft. Pierce is also working on docks. An active committee, headed by Mayor Fred Holtsberg, is out to raise $16,000 to be used in improving the city yacht docks. And the city of Tampa is building 37 new boat slips and a service dock between the Davis Island and Platt Street Bridges to be ready in the fall.

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The fishing tournaments have been running to big figures. The Palm Beach record of 120 sailfish caught in one day last year was passed on February 24th of this year with a recorded total of 161 sailfish. The largest measured just over eight feet. Most encouraging for Florida's fishing future was the releasing alive of 62 of this number.

On March first, the halfway point in the Miami fishing tournament, the first place for size was held by Mrs. William B. Hurst, Jr., of Baltimore, with a blue marlin weighing 400 pounds.

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Well-known boatbuilders visiting in Florida include George Townsend of Solomon's Island, Maryland; Major J. Casey of Fairhaven, Mass.; Frank Huckins, of Jacksonville; Scott Matthews, of Port Clinton, Ohio; and W. J. H. Dyer, of Providence.

Comet Class News

AT the annual meeting of the Comet Class Yacht Racing Association, held in New York, representatives of more than 400 boat owners and 22 fleets were present. During the fall, certain changes in specifications had been recommended by the Executive Council. These changes were approved and the specifications and also the rules of the national regatta were incorporated as part of the by-laws so that in the future changes can be made only at annual or special meetings of the membership. Because of the unusually rapid growth of the class in the past year, it was necessary to change the representation in the national championships so that hereafter any fleet having seven or fewer boats may send the winner of its elimination series to the championship regatta, fleets having eight or more being entitled to two representatives.

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In the spring of 1936, the Association undertook the publication of a yearly handbook. From May 15th, 1936, to January 1st, 1937, the class showed a growth of approximately 110 per cent in the number of boats building or actually in commission. In Central New York, New England and Ohio, a number of fleets have been formed or are in process of formation.

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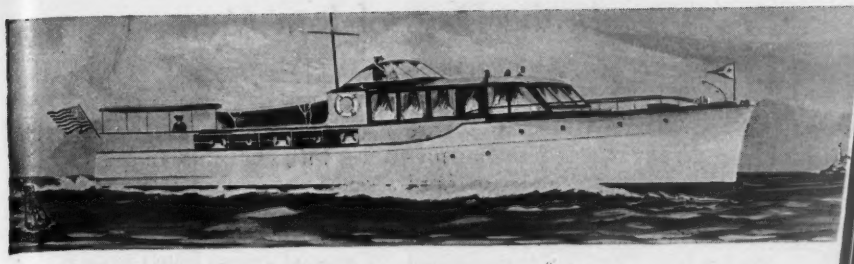
The following officers and Executive Council were elected to serve for the ensuing year:

President, Dr. John Eiman, Abington, Pa.
Executive Vice President, Edward L. Voorhees, 26 Broad Street, New York.
Secretary, Rodney T. Bonsall, 1335 Land Title Building, Philadelphia, Pa.
Assistant Secretary, David J. Miskey, 2d, Haddon Heights, N. J.
Treasurer, Dr. Wilbur H. Haines, Medical Tower Building, Philadelphia, Pa.
Assistant Treasurer, Henry W. Post, 306 Hathaway Lane, Wynnewood, Pa.
Chief Measurer, Clayton E. Jenkins, 6618 Greene Street, Philadelphia, Pa.
Executive Committee, the officers and chief measurer and C. Lowndes Johnson and Herbert L. Stone.

The following Regional Vice Presidents were appointed:

Massachusetts, Dr. Bryant Moulton, 18 Symmes Rd., Winchester, Mass.
Metropolitan New York and North Jersey, E. Everett Decker, 350 Madison Ave., Room 301, New York.
Central and Northern New York State, W. T. Sampson Smith, 51 East 42d Street, New York.
South Jersey and Pennsylvania, Dr. Wilbur H. Haines, Medical Tower Building, Philadelphia, Pa.
Chesapeake Bay-Eastern Shore, W. Burton Piersol, Royal Oak, Md.
Potomac River and Western Shore, D. Verner Smythe, 2869 28th St., N. W., Washington, D. C.



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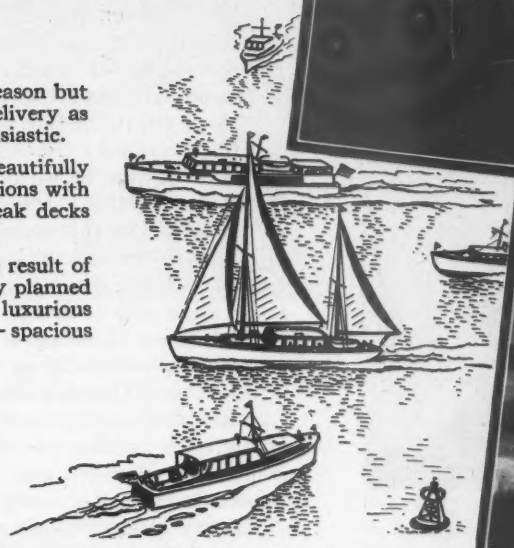

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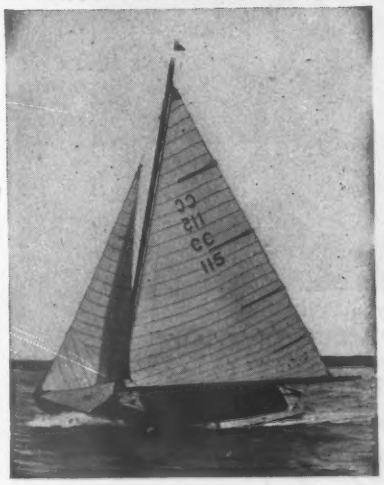
The modernization of rig, worked out in 1936 and supplied as standard on all new boats ordered this year, has improved performance and ease of handling greatly. Baby Knockabouts combine room for six adults and comfortable day sailing qualities with their racing ability. Their size makes them interesting for adult racing, and their safety and ease of handling make them practical for junior instruction or junior racing. The current price is only $495 f. o. b. Wareham.



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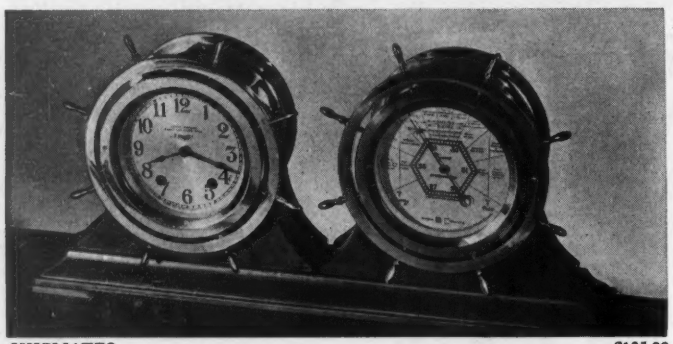

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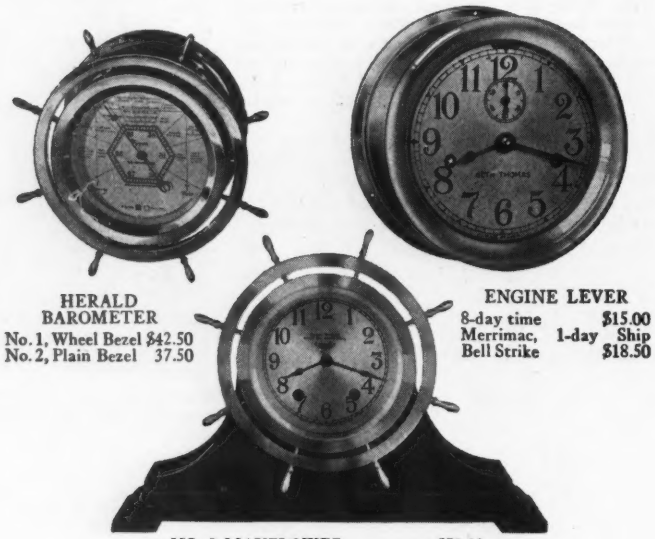

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8-day Ship's Bell Strike

SETH THOMAS
KEY-WOUND Clocks ELECTRIC

In the Days of Iron Men

(*Continued from page 77*)

we were short-weighted. A favorite dish with the sailors, including myself, was made by pounding the hard tack (which sailors call Liverpool "pantiles"), into a fine powder in a canvas bag. Then it was moistened with water in a tin plate and chopped salt beef was put in. This was mixed up and a layer of "slush" (fat which the cook skims off after the salt meat and pork have been boiled) put on top. This mixture, with the permission of his highness, the cook, would be put in the oven to bake. At times I might manage to steal an onion. Oh, boy, what a dish! This was called "Cracker hash."

Every Saturday we got rice. The sailors called that "strike me blind." The reason for this name, they say, is that if you feed chickens on rice, they go blind. The rice is served to the sailor with no sweetening of any kind. As our allowance of sugar was used up, we ate it as just plain boiled rice. There's a dinner for an able-bodied man to work on! Mind you, this "strike me blind" was served in place of meat, as the one pound and a half of beef we received the day before was all gone. This was all the food we got for the 24 hours. There was nothing to fall back on but the good friend pantile. Before eating this hard tack, the sailor opened it with his sheath knife, just as one opens an oyster, to clean out the maggots and weevils. This had to be done after the pantiles had been on board three or four months. When a ship left a British port, she was supplied with enough hard tack to last the round voyage. It might be for a year or two; imagine the condition of the pantile after that length of time!

It may interest the reader to know how the meat was weighed and served. The steward weighed it when the beef or pork was dripping wet with salt brine. In this way the sailor was gypped of a few ounces. The steward's sight was good on the short weighing end, and there a few more ounces went! After it had been trimmed and overboiled by a fellow they called the cook, the sailor was lucky if he got three-quarters of his one and a half pounds of beef or his one pound and a quarter of pork. When this "kitty" was taken to the forecastle, everybody got busy with his sheath knife and lopped off a hunk, each one, of course, cutting the choicest part. When the last man got to the kitty, what was left looked pretty sick. In most ships, to avoid this, the practice was for each man to place his plate where he sat at meal time. One man was detailed to cut the 15-pound lump, the allowance for one watch (if there were ten men in a watch), into ten pieces. One man went on deck and the man who cut up the portions stuck his knife (a sailor never used a fork — that's why we eat peas with a knife when we dine ashore) into a hunk and called to the man on deck, "Who is this piece for?" The man outside said, "Bill." This piece is put on Bill's tin plate. The next jab will be put on Jack's plate.

Our allowance of water was three quarts per day. Out of this we were obliged to give the cook water for our tea and coffee and pea soup. Salt beef and pork were boiled in sea water. The only time we could wash our faces or clothes was after a heavy rain. And this could not be done at times. When it rains in the Western Ocean, it is generally bad weather, with spray flying around the ship, making the rain water brackish.

(*To be continued*)

Pleon's Fiftieth Anniversary

THE Golden Jubilee celebration of the Pleon Yacht Club of Marblehead marks the fiftieth anniversary of junior yacht racing in the United States.

Plans for this event have just been announced by Commodore Peter Langmaid and William T. Haley, Jr., chairman of the race committee. These call for the holding of the National Junior Sailing Championships for the Sears Bowl by Pleon for the first time, gives the famous club a place on the Marblehead championship schedule for 1937, also a new venture, and devotes four days in late June to commemorating the beginning of junior yachting on this continent.

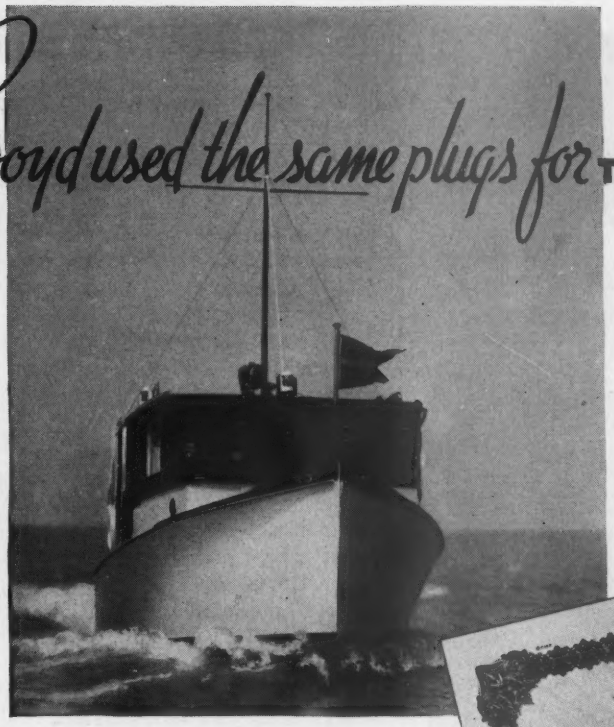
When, on June 29th, 1887, a group of Marblehead youngsters, too young for membership in the new Corinthian (1885) and not owning craft large enough to be recognized by the Eastern, gathered to form the Pleon and to elect the late Arthur G. Wood as their first commodore, probably not one of the group had any idea of the future significance of their act.

Yet from that meeting, and in spite of the somewhat precarious and interrupted existence of the Pleon during its first two decades, the history of junior yachting may be said to date. Since about 1910, the Pleon has played an increasingly important role in junior yachting, and the club, managed exclusively by boys and girls under 21 years, has been used as a model for juvenile yachting organizations.

It is therefore highly appropriate that Pleon makes extensive plans to celebrate its fiftieth birthday.

LEONARD M. FOWLE

Mr. Boyd used the same plugs for TWO YEARS



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Wouldn't you like to get more efficiency from your engine? Wouldn't *you* like to forget spark plug troubles? Then install Peco Spark Plugs now, and insure happy boating for the entire season.

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There has been a decided improvement in the whole action of the motor — much smoother running and no "ping" with throttle wide open, a reduction of fifteen percent in gas consumption, a big reduction in carbon in the engine, an increase of a hundred revolutions, decided less vibration and a much cooler motor. Moreover, the plugs are as good today as they were two years ago. (*Signed*) *A. B. BOYD*

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⚓ The book is illustrated with diagrams and photographs so that the usual maneuvers can be very readily understood.

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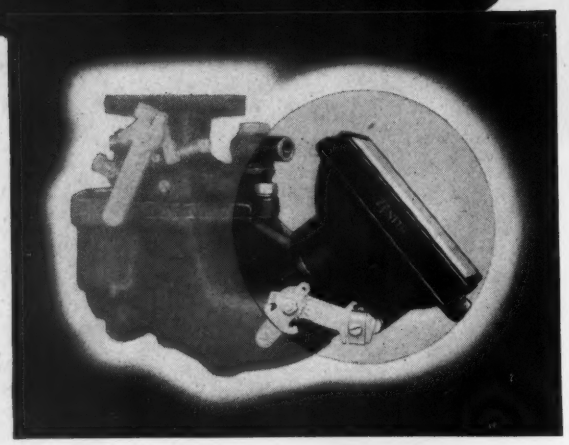

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"Built for Permanence — Calibrated for Performance"

Marathon Mania

(Continued from page 55)

his 45-mile-an-hour boat had turned her upside down.

Aside from his keen disappointment, Wood was unhurt. He was fished out of the river by the operator of a comfortable, family-sized outboard dinghy who was just cruising around to watch the racers approach the finish. The rescuer was only passively interested in outboards and certainly not nurturing any burning desire to race them. Yet less than two months later, Douglas Fonda of Orange, N. J., the man who dragged Wood out of the river and helped him to salvage his boat, was one of the most active amateur outboard racing skippers in the East. That's how the outboard bug gets you. There is no telling in what strange ways it will wriggle into your bloodstream.

Contrast the misfortunes of Milliken and Wood, which are the rule rather than the exception in so far as most of the competitors in this mad motor boat race are concerned, with the luck that attended the efforts of Wade Woodworth in 1931 and "Chart" Johnson in 1934.

Woodworth, a large, sorrel-topped young man from Evanston, Ill., more famous as a Northwestern University football player than an outboard chauffeur, was a total stranger to the Hudson and a marathon neophyte when he embarked on the voyage downstream in that epochal race of six years ago. He cranked up his 60-horse power, 4-cylinder engine at Albany, settled himself on his pad and headed for New York.

There was a low-hanging haze on the river that morning but, by keeping close to one bank or the other, Woodworth managed to keep going in the right direction. When he got down to Haverstraw Bay, where the river is widest, he did not know just what course to lay. But Woodworth was a resourceful young man. He headed in toward shore where, sunning himself on the end of a pier, was a ruminating rustic. The native was somewhat astonished to hear and see Woodworth rush up to him out of the mist. He must have been more astonished when the boat's occupant throttled down the motor and yelled: "Which way is New York?"

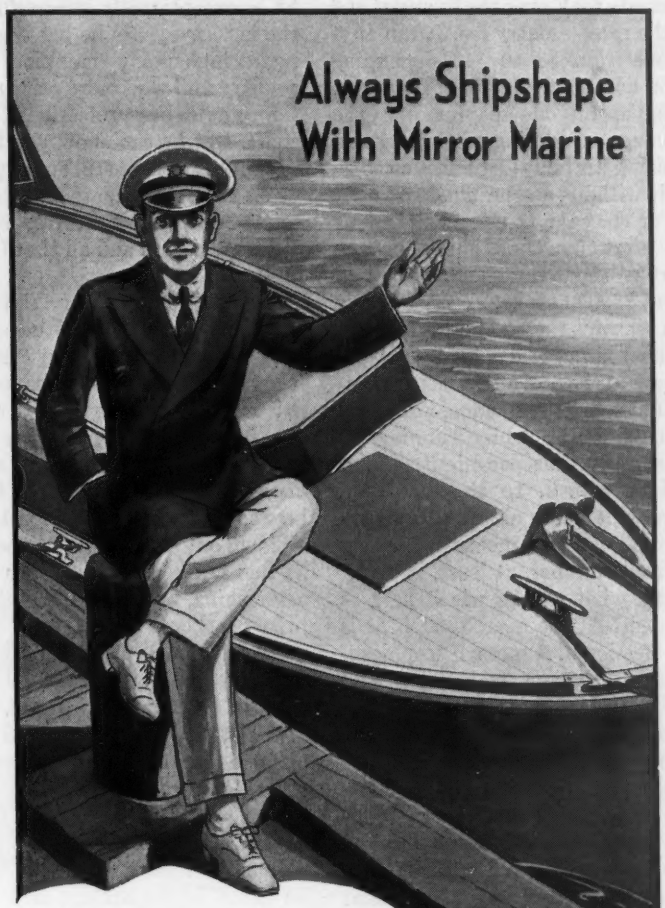
The pierhead sitter managed to recover from his surprise long enough to point in the general direction of the Atlantic Ocean and Woodworth was off again. If Woodworth's guide bought a newspaper the next morning he learned that the greasy, red-haired lad who accosted him on the pier had won the Albany marathon by a minute over Marshall Eldredge, one of the Bay State's pioneer outboard drivers and an old hand at all kinds of racing.

Three years ago "Chart" Johnson, a young New Jersey draftsman who had puttered about in tank-circuit races on the lakes of his home state, took a fling at the Albany grind. His friends, the North Bergen Jacobys, filled him with advice, helped him to prepare his outfit and then turned him loose. Two hours 59 minutes and 38 seconds later he was being hailed as the victor. Furthermore this young chap, in his first crack at the river, had come within three minutes with his 24-horse power 2-cylinder Class C motor of equalling the course record hung up two years previously by Charley Cabot, of New Haven, with a big Class F job. Trailing Johnson was Ted Roberts, of the Bronx, the only man in the race who had driven in the inaugural in 1928. What price experience?

Every year a mixture of old-timers and newcomers shares the prize money. A similar mixture fills out the long list of D.N.F.'s. A case in point when discussing novices who barge through to glory is that of Eugene T. Hines, a young New Yorker who bought his first outboard boat and motor less than two weeks before the 1936 race. And what happened to this outboarding infant? Did he crack up, turn over or find himself unable to restart a quitting motor? Oh, no! Mr. Hines finished fifth in a starting field of 110 and he drove the first Class C boat to complete the course.

We could go on for column after column recounting similar experiences, but all they would do would be to add further evidence in support of this writer's contention that the Albany marathon is the goofiest and most unpredictable of all races.

Now let us see what it costs the average driver to enter the outboard circus. Supposing he owns a Class A outfit. He has an initial investment of $375 — $150 for the boat, $225 for the motor. If he has a trailer to transport his equipment, add at least $35. Racing fuel for the race sets him back $1 a gallon and he will burn about $30 if he goes all the way. Now figure in the price of a spare propeller or two at $10 each, a small kit of tools for changing spark plugs, shear pins, tightening connections and making such other repairs as are possible en route. Add to this the cost of getting the outfit to Albany and the expense of having someone bring the car, truck and/or trailer down the river to wherever the boat stops. And how about a night's lodging in Albany and a few meals for driver and crew? Perhaps, in the case of drivers from distant points, this expense is duplicated in New York. Now we are getting up into pretty important money. Don't forget that the bigger the engine and boat, the bigger the initial investment. And here is an-



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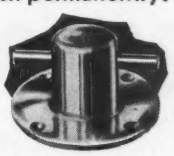

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(*Left*) Style No. 1 for women.

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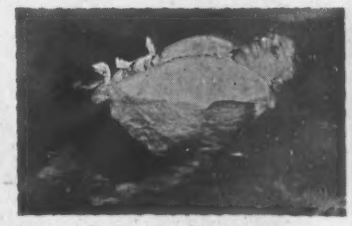
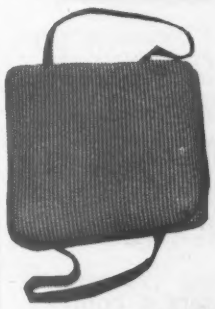


(*Above*) No danger of broken bones or bruises when wearer strikes water in this vest. Soft and comfortable.



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other item that had to be considered before last year when the Hearst interests took over the financial end of the race — entry fee. It ran anywhere from $3 to $10 depending upon how soon a lad filed his entry. Imagine anyone paying for the privilege of addling his brains and bruising his body! But they used to do it without a grumble.

For the sake of argument, let us say that by the time the race started the average entrant had about $500 at stake. To say nothing of a season's racing and his neck. If his boat hit a piece of heavy flotsam or jetsam the hull might be irreparably damaged; the engine, immersed in cold water while running at 6,000 revolutions per minute, might well be ruined. In the case of a driver not being able to afford replacements, that means his racing for that summer, at least, is over.

And what can he win if he gets through? At the most $250, if he is a professional. A mess of trophies if he is an amateur. Jack Griffin and his $500 top money disappeared from the race scene a few years ago. Awed by the Frankenstein he created, Mr. Griffin abandoned outboard promotion and devoted himself to more remunerative and less haunting commercial pursuits.

But this thing he started that wintry April in 1928 is a fixture on the world outboard calendar. It reached a peak of 129 starters in 1929, sagged to 66 in 1934 and last year rebounded to 110. Indications are that another hundred or so will be trying again in May. The Hudson rolls on and so does the mania rampant upon its bosom.

Probably the most seriously afflicted victim of this dementia is Fred Jacoby, Jr., of North Bergen, N. J., a pleasant, sunny little fellow who makes his living by painting stage scenery.

How he finds time to paint any scenery no one seems to know. He races in the North, East and West all summer and on the Florida circuit when the ice coats his beloved Hackensack River. Furthermore, he is exceptionally successful. For the last two years he has been outboard high point champion of the country and won more prize money than any other professional in the sport. But he can show you figures to prove that he is still out of pocket when he attempts to balance receipts with expenditures, reserve for depreciation and all that C.P.A. stuff.

But he is as much of a fixture in the Albany race as the Hudson. He took his first fling at it in 1929 and has been in every start since. No driver in the country has a record that can equal his, nor even approach it. He got to within a mile of the finish in his first start before he was rendered hors de combat by a blown out piston. Ever since then he has finished and, what is more astonishing, has always been in the prize brackets.

In actual order of finish he was eleventh in 1930, tenth in 1931, sixth in 1932, fourth in 1933, sixth in 1934, the victor in 1935 and, plagued by one mishap after another, thirteenth in 1936. He never has been worse than third in his class (Class C) in any of these years.

Jacoby, a great driver, a hound for detail in preparation and a fine mechanic, has everything that it takes to beat the Hudson. He has the skill, the best of equipment and a boatload of courage. His record is the exception that proves the rule. Perhaps it has something to do, too, with the influx of new blood in the race every year. They are all out there trying to prove that what Jacoby can do, so can they.

But when your little Johnny, or your friend Bill or Uncle Zeb announces that he is going to ride in the Albany marathon, don't try to dissuade him. There is nothing to do but let him try. All you can do is retire to a corner, hope for the best and study the following table of Albany race statistics:

Year	*Starters*	*Reached Poughkeepsie*	*Finished*	*Per Cent*
1928	67	no check	34	50.74
1929	130	no check	54	41.54
1930	126	80	53	42.06
1931	117	75	51	43.59
1932	100	55	31	31.00
1933	72	51	31	43.05
1934	66	34	18	27.18
1935	76	24	17	22.36
1936	110	46	31	28.18
Totals	864		320	37.00

(*Note* — Only outboards competed in 1928, 1929 and 1934. In other years the fleet included inboard runabouts and inboard hydroplanes.)

Those whoppers old sailors used to tell have nothing on these rip-roaring tall stories!

DOWN EAST

by Lewis Pendleton

Thirty stories told back and forth by the grandsons of Cap'n Isaac Drinkwater and Jedediah Peabody, sailors of a more glamorous day on the Maine coast. They attempt to outdo each other in monstrously ingenious lieing.

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For a mild example (much shortened and paraphrased):

Once Captain Isaac Drinkwater, homeward bound from Japan with a cargo of rice, struck a torrential rainstorm. The deluge was so great that the ocean couldn't level off, and the water came up higher and higher on the sides of the *Mary Jane*. They tried pumping water down under her, but it did no good, and they were about to see the ship inundated when Cap'n Isaac shouted, "Lighten cargo!" The crew threw twenty bags of rice overboard and a wonderful thing happened. The rice soaked up the water around the ship to such an extent that the *Mary Jane* was saved.

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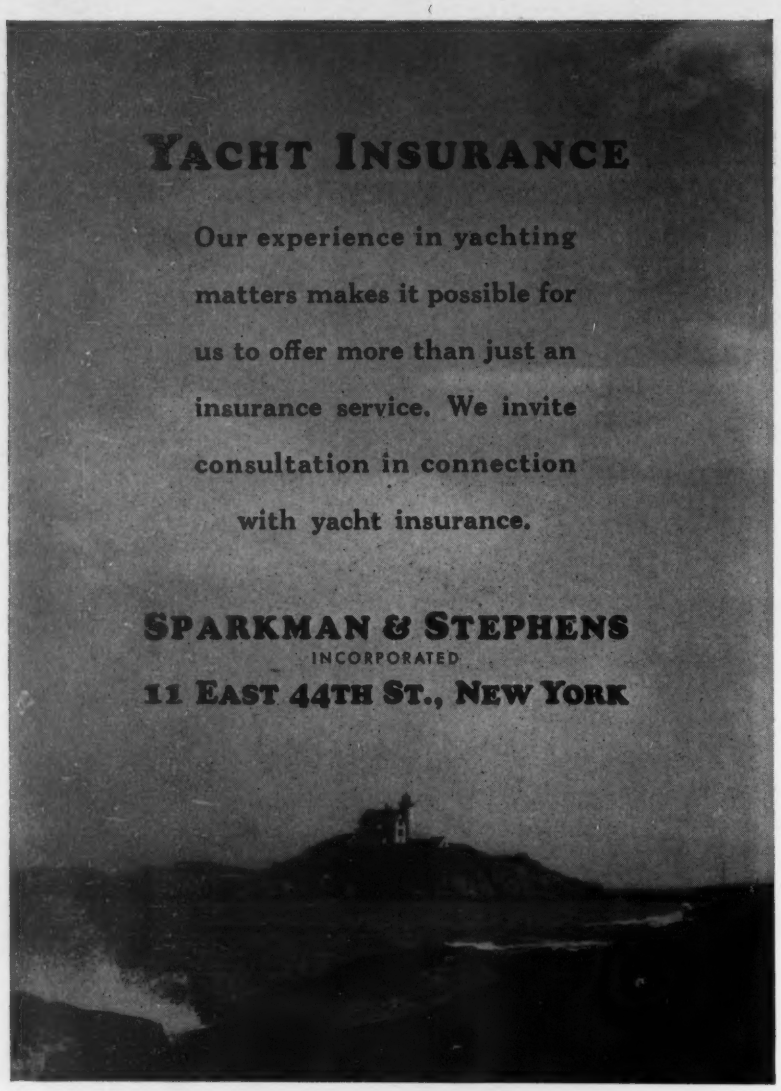
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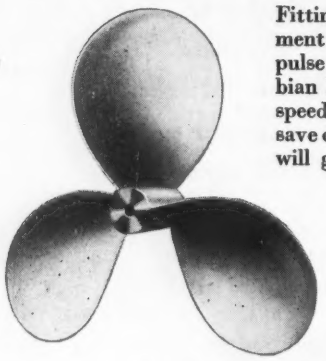

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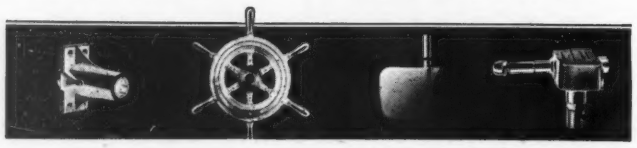


"Gosh—She Looks Like New!"

(*Continued from page 70*)

surface of an eggshell; the same condition in varnish, or in a high gloss paint, feels almost like china. But never be afraid to allow *too much* time for drying. In this matter of time, quick drying ("Four Hour") varnishes are now so well made that I prefer to use them, if for no other reason than to avoid the danger of dust settling before the varnish has set. There are, also, fairly quick drying paints which are reliable, but they take longer to dry than the fast varnishes.

Now consider, for a moment, the various parts of the vessel. What has been said of varnish applies to any part where varnish is to be used. But paintwork varies somewhat, for different surfaces. Essentially, you have: the decks and the top of the deckhouse (if any); the topsides; the boot topping; the bottom; the keel (again, if any); and the interior. Special formulas have been developed for each of these parts of a boat, and paint cans for marine painting are usually clearly marked — and should be — "Deck paint," "Copper bottom paint," etc. To be sure that you don't go wrong, it is advisable to reveal to the paint dealer for what purpose you want to use each can of paint — and then be careful not to get the cans mixed. Painting the deck and deckhouse is a straightaway job, but be careful to paint *straightaway* so that you won't leave" holidays" that can be reached only by walking over wet paint; also be sure to paint *with* the wind, and not against it, to prevent the breezes from blowing dust back over the wet surface.

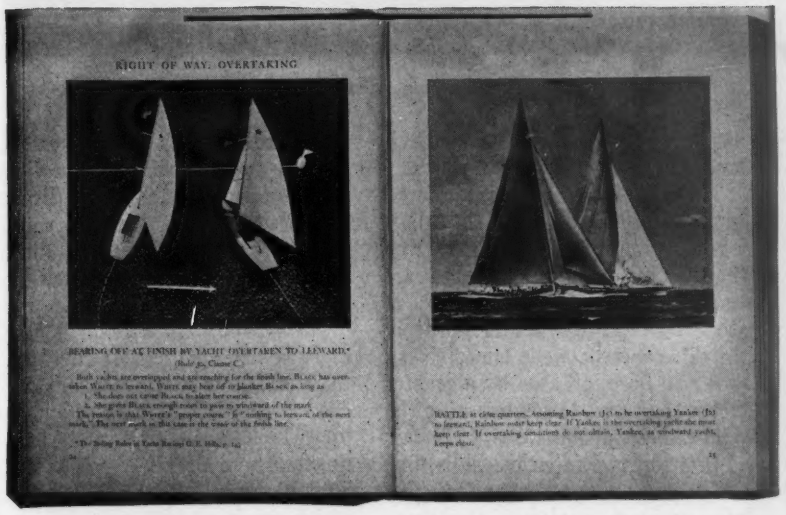
In painting the topsides, do not use too full a brush; if you do the paint will run away from you and leave streaks here and there which will be difficult to cover up without leaving a rough surface. After you have finished the topsides, skip the boot top for a moment and paint the bottom and the keel. The keel should have, first, a good coat of red lead, particularly if it is iron, because copper (or bronze) paint — the only kind fit to use for the bottom — if applied directly to an iron keel is apt to start electrolysis and pit the keel. Red lead should be allowed to dry for a week at least.

If you want a racing bottom, this should be built up gradually by laying one thin coat after another, well smoothed between coats, to bring the bottom to a hard, high finish. Racing bottom paint does not have as strong antifouling properties as red copper or bronze paint; but it presents less skin friction and some sacrifices must be made for speed. If you are laying two or more coats of copper or bronze bottom paint, the first coats may be put on at any time, but the final coat should be laid as short a time as possible before she goes overboard.

The boot top requires extra care and accuracy. Most boot tops are marked by a slight, well faired gouge in the planking, which should run all the way around the vessel. Such a line, at top and bottom, is of great assistance, not only as a guide but because, if a little paint escapes from your brush, it will probably be caught in the gouge and not run down over the lower surface. You will end by having a good clean looking water line — and there is nothing much more unsightly, or more quickly noticed, than a sloppy water line.

While the same principles of cleanliness and preparation apply to the interior, this is not exposed to the weather (open cockpits and the insides of undecked boats are not to be considered as part of the interior) and a greater variety of paints can be safely used. The most popular types today seem to be some of the high gloss enamels, which not only give reflected light but can be easily cleaned with soap and water. There are a number of reputable brands on the market, each with its advocates, and there is no objection to the use of any of them of which I know. But, in general, almost any good paint can be used below decks, provided it is handled in accordance with the rules.

A great deal more could, of course, be said on the subject of covering your yacht with the glory of a good finish. But I believe that the foregoing will give an amateur painter sufficient indication of how to go about his job to enable him to enjoy his yacht with a reasonable amount of personal pride in her appearance, provided he attends to the necessary upkeep during the season.


RIGHT OF WAY: OVERTAKING

BEARING OFF AT FINISH BY YACHT OVERTAKEN TO LEEWARD.*

BATTLE at close quarters. Assuming Rainbow (A) to be overtaking Yankee (B) to leeward, Rainbow must keep clear. If Yankee is the overtaking yacht she must keep clear. If overtaking conditions do not obtain, Yankee, as windward yacht, keeps clear.

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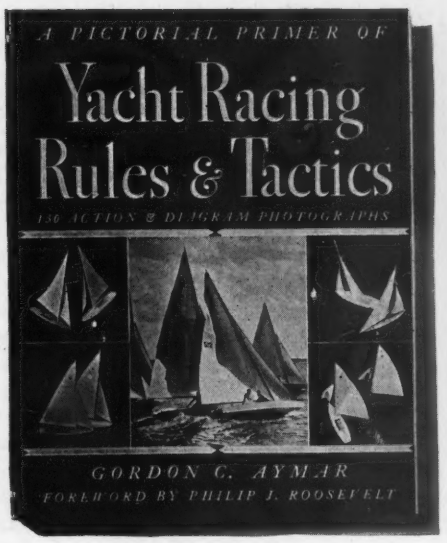
Yacht Racing Rules & Tactics

by

GORDON C. AYMAR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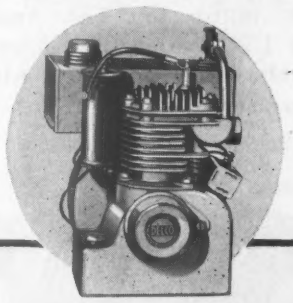

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Proposed New Ocean Racing Rule

(*Continued from page 87*)

displacement credit of the rule is too great and would cut it down.

The only factor which cannot be changed independently of the others is the charge for sail area. If we find that highly canvassed boats are consistently defeating those of moderate rig, we might multiply the difference between effective sail area and base sail area by a greater factor than one, thus increasing the sail area charge. That might be fair as between two identical hulls, but such change cannot be made in this rule without applying the same percentage increase to the credits for beam and displacement. It must be remembered that the credits for beam and displacement are now just enough to offset the charge for the amount of canvas which must be carried to drive the heavier and wider boat. Therefore, should sail area charge be increased, the heavier and wider hulls would be unfairly handicapped, without an increase in their compensating credits for beam and displacement.

Just one more thought in connection with sail area. I have frequently been asked by yachtsmen: "What should I do to my canvas to rate most favorably under this rule?" The only correct answer to that question is: "Canvas your boat properly." The charge for sail area is probably not quite equal to its value under an average of all conditions found throughout the season on Lake Michigan or Long Island Sound. Therefore, if one wishes to sail what might be considered a light weather boat, he must carry sufficient canvas to produce a *net* sail area charge, *i.e.*, an *S* charge greater than the sum of beam and displacement credits. Such a yacht, falling in the light-weather class, would have a distinct advantage in the average run of light weather encountered during the summer on the Lakes and Sound. On the other hand, the owner of the yacht with the shorter and more easily handled rig must look to heavier weather for his best chance to win. No rule can be set up which will permit a heavy weather boat to win consistently in light airs nor a light weather boat which can hope to do well in heavy going.

To those who study the rule, it will be obvious that it covers, principally, hull measurement and rating. The problem of evaluating canvas is equal in importance to that of hull rating and is probably even more difficult to solve. With the work that has been done to date it would seem that the broad problem of handicapping has been half solved and it is to be hoped that at some future time the North American Yacht Racing Union will undertake a technical study of the effectiveness of various types and shapes of rigs. There is probably available today a considerable amount of data which could be assembled and correlated and then augmented by a series of wind tunnel studies. A research of this nature would not only enable us to handicap one rig against another more justly but would further assist us in designing rigs which would give us the greatest driving force with the least amount of canvas, which means, of course, the least amount of hard labor and expense. The rule follows.

CRUISER MEASUREMENT RULE

SAIL YACHT SQUADRON

ELIGIBILITY. To be eligible, yachts must be of thoroughly seaworthy type, strongly built and rigged, properly ballasted, and with enclosed cabins and watertight cockpits. The ratio of ballast to displacement is not to exceed 46 per cent.

The eligibility of a yacht to race in the Cruising Division shall be determined by the Classification Committee of the Lake Michigan Yachting Association.

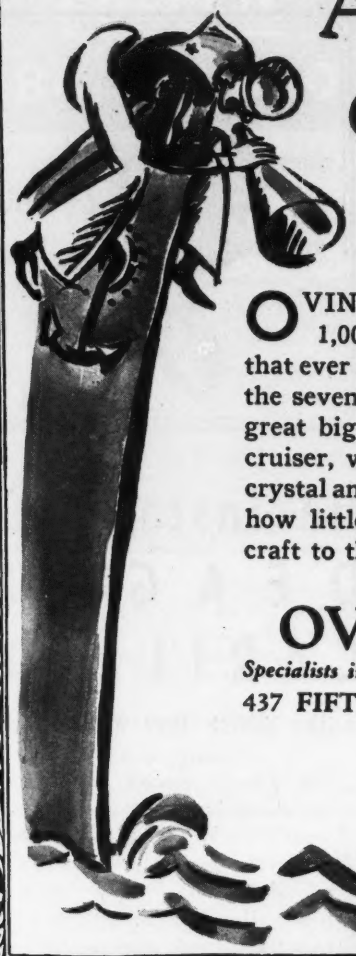
RATING. .95 (L plus or minus B, plus or minus D, plus or minus P, plus or minus S, plus or minus F, plus A, plus C) ×Propeller Factor ×R.

L=.4 l.w.l.+.6 length at 4 per cent water line

LENGTH AT 4 PER CENT WATER LINE. The length of a water line in a plane 4 per cent of the l.w.l. above the l.w.l., corrected for jogs, notches or hollows in the profile, as follows:

The points of intersection of this plane and the profile must extend beyond the l.w.l. endings.

Any local concave jog or notch (curved or angular) at the plane of measurement at either end, shall be bridged by a straight line and 4 per cent length taken to the intersection of such lines with the established 4 per cent w.l. plane. Except that a concave bow profile, producing what is commonly known as a clipper bow, shall be permitted without bridging, provided that all the lines of such bow clearly indicate that it is a true clipper bow, and not hollowed in profile for the purpose of unfairly reducing the 4 per cent length measurement.



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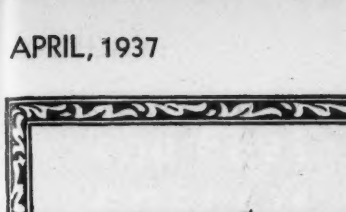

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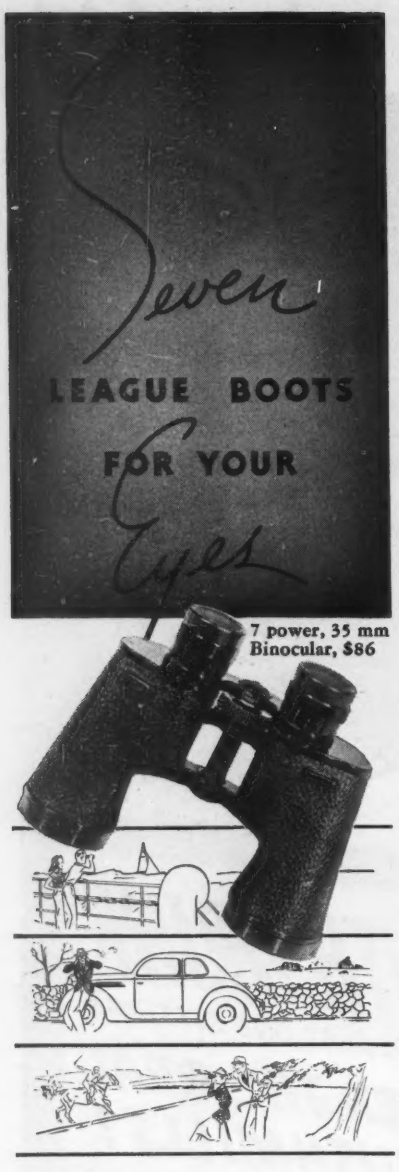

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The l.w.l. shall be the length of the load water line determined by subtracting from the over all length the forward and after overhangs. Over all length shall be the length from the aftermost part of the counter or taffrail to the intersection of the stem with the underside of the bowsprit or the top of the covering board when no bowsprit is carried. When l.w.l. is measured, all ballast and movable gear which is to be carried below the cabin floor while racing shall be so placed, and no ballast or movable gear not so placed at the time of measurement may be carried below the floor boards during any race, nor may any inside ballast or movable gear stored below the floor boards at the time of measurement be carried other than in its location at the time of measurement. It is not necessary that food, ice, water and other cruising stores be aboard at the time of measurement.

B. For the purpose of this rule, a yacht's beam shall be the average of her beams at the load water line and the 4 per cent water line, taken at the point of maximum beam at the load water line.

(*a*) If a yacht's beam be less than .2 L plus 3.2, the difference between her beam and .2 L plus 3.2 shall be multiplied by 2 and inserted in the formula as a plus quantity.

(*b*) If a yacht's beam exceeds .2 L plus 3.2 but is less than .215 L plus 3.8, the difference between her beam and .2 L plus 3.2 shall be multiplied by 1.4 and inserted in the formula as a minus quantity.

(*c*) If a yacht's beam exceeds .215 L plus 3.8, an amount equal to .021 L plus .84, plus one-half the excess over .215 L plus 3.8, shall be inserted in the formula as a minus quantity.

D. The base draft for yachts having lead keels shall be .149 L plus 1.50 ft., and for iron keels .163 L plus 1.64 ft., above which limits penalties shall be assessed and below which credits given, as follows:

If the yacht's draft exceeds the base draft, the difference shall be multiplied by 2 and inserted in the formula as a plus quantity.

If the yacht's draft be less than base, the difference in the case of keel yachts is to be inserted in the formula as a minus quantity, and, in the case of centerboard yachts, such difference is to be divided by 3 and inserted in the formula as a minus quantity.

P. A yacht's Base Displacement is the displacement on which credit is given for greater than "base" displacement and below which a penalty is assessed, and the cube root of such displacement will be referred to in the formula as "Cube Root B.D."

Cube Root B.D. equals .182 L+.8

(*a*) If the cube root of a yacht's displacement (in cubic feet) is less than cube root B.D., the difference between the cube root of her measured displacement and cube root B.D. shall be multiplied by 4.5 and inserted in the formula as a plus quantity.

(*b*) If the cube root of a yacht's displacement (in cubic feet) exceeds cube root B.D. by not more than 10 per cent, the difference between the cube root of her displacement and cube root B.D. shall be multiplied by 3.5 and inserted in the formula as a minus quantity.

(*c*) If the cube root of a yacht's displacement (in cubic feet) exceeds cube root B.D. by more than 10 per cent, the value of P equals .35 cube root of B.D. plus twice the difference between 1.1 cube root B.D. and cube root of yacht's displacement.

S. If the square root of sail area×rig allowance exceeds 4 times the cube root of B.D., insert *S* in the formula as a plus quantity.

$$S=\sqrt{SA}\times\text{Rig Allowance}-4\sqrt[3]{B.D.}$$

If the square root of sail area×rig allowance is less than 4 times cube root of B.D., multiply the difference by .75 and insert in the formula as a minus quantity.

In this formula SA=Sail Area, to be measured as by the L.M.Y.A. rules as adopted and published by the Lake Michigan Yachting Association, with the following changes.

In yachts of all ratings, if the spinnaker boom is longer than the base of the fore triangle, such excess shall be added to such base in computing the sail area of the fore triangle.

In the event that the area of the mizzen of a yawl be less than 10 per cent or that of a ketch less than 18 per cent of the total sail area, an additional amount of sail area shall be added to the formula to bring the area up to these percentages.

MAST HEIGHT DEBITS AND CREDITS. The following shall be the base

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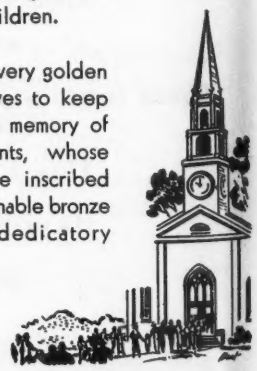

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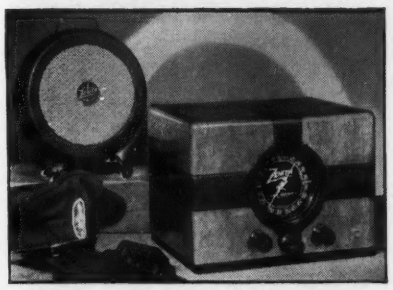

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height of masts for jibheaded mainsails, above which heights penalties will be assessed and below which credits will be given — measurements to be taken from the deck (or in the case of cabin yachts, from the deck projected) to the highest point of measurement of mainsail area;

Single masted yachts, $1.7\sqrt{SA} + 5$ ft.
Ketches and yawls, $1.7\sqrt{SA \div \text{Area of mizzen}} + 5$ ft.
Schooners, $1.7\sqrt{SA - .85 \text{ fore triangle}} + 5$ ft.

Any excess height above these limits to be multiplied by 3 and added to the perpendicular P in computing the area of the mainsail. Any deficiency below these limits to be divided by 2 and subtracted from the perpendicular P in computing the area of the mainsail.

RIG FACTORS

Single masted, jib-headed yachts	1.00
Single masted, gaff-headed yachts	.97
Yawls with jib-headed mainsail	.97
Ketches with main trysail	.97
Staysail schooners	.97
Schooners with jib-headed mainsail	.95
Yawls with gaff-headed mainsail	.95
Schooners with gaff-headed mainsail	.93
Ketches with jib-headed mainsail	.93
Ketches with gaff-headed mainsail	.90

F. To be the average of the freeboard taken to the top of the covering board at the bow and stern endings of the l.w.l. plus one-half the average of the rail height, including the rail cap at these points. The average of rail heights not to exceed 8″ for credit. If the freeboard as measured above be less than .0635 L plus 1 foot, the difference to be multiplied by 2 and inserted in the formula as a plus quantity. If the freeboard as measured above be greater, the whole of the difference shall be inserted in the formula as a minus quantity.

A. If the horizontal distance between the forward end of the 4 per cent water line and the forward end of the l.w.l. exceeds 8 per cent of the l.w.l. length (twice the height of the 4 per cent plane above l.w.l. plane), the excess is to be entered in the formula as a plus quantity.

C. Should the 4 per cent plane intersect with the stern transom, one-quarter of the distance from the edge of the transom, at the point of intersection, to the center line, shall be entered in the formula as a plus quantity.

PROPELLER FACTORS. To be announced later.

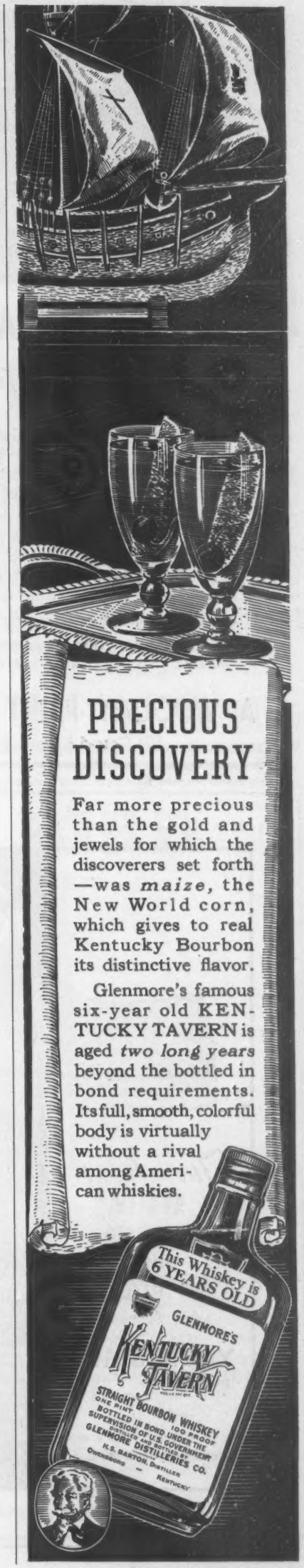
R. BALLAST-DISPLACEMENT RATIO. The ballast-displacement ratio shall be the ratio of the weight of total ballast to displacement in pounds. In computing the total ballast its weight shall be the sum of the weights of the fixed, or outside ballast, plus the inside ballast, plus the weight of any movable gear stored below the cabin floor. Ballast-displacement ratio will hereafter be referred to as "B/D" ratio.

The base B/D shall be .43. Above this ratio ratings shall be increased and below it they shall be decreased by application of the "R" factors of the following schedule:

B/D Ratio	*"R" Factor*
.451 to .46	1.050
.441 " .45	1.023
.431 " .44	1.009
.421 " .43	1.000
.411 " .42	.993
.401 " .41	.988
.391 " .40	.983
.381 " .39	.979
.371 " .38	.975
.361 " .37	.972
.351 " .36	.969
.341 " .35	.967
.331 " .34	.965
.321 " .33	.963
.311 " .32	.961
Under .311	.960

Inasmuch as it is impossible at the time of drawing any measurement rule to foresee all of the peculiarities of design or construction which might affect speed or fairness of rating, it is hereby provided that if from any peculiarity of form, construction or fitting any race committee or measurer decides that a yacht is not fairly rated by this rule, the matter shall be referred to the Measurement Rules Committee which shall award such certificate of rating as it may consider equitable.

NOTE: The rest of the Measurement Rule, concerning Certificates of Measurement, remeasurement and personal disabilities of measurers, remains unchanged.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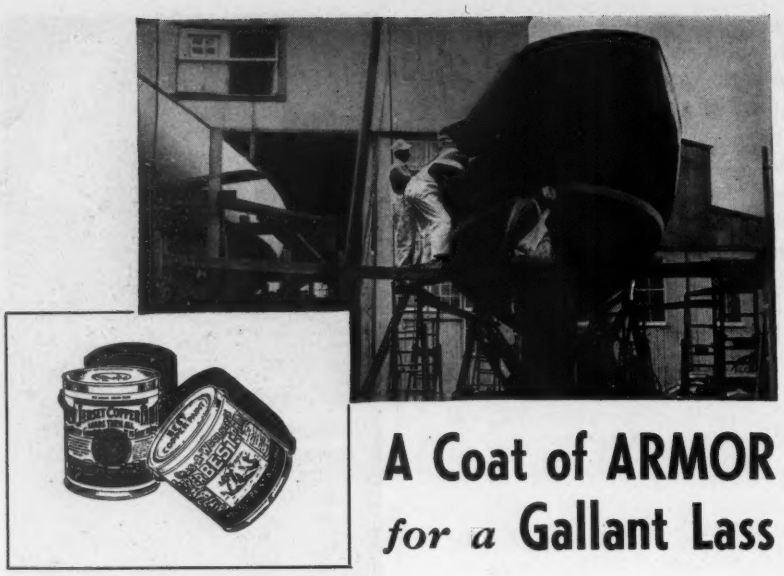

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Yacht Club News and Gossip

(Continued from page 44)

Parks, William P. Kennedy, Jr. and Paul Kettering, governing board.

T. Claiborne Schley, long commodore of the Buccaneer Y. C. of Mobile, Ala., remains at his post along with all of his fellow officers: E. I. Newberry, vice commodore; Foster Pfleger, rear commodore; P. J. Meyers, treasurer; J. O. Delaplaine, secretary; Jack Black, fleet captain; Dr. H. S. J. Walker, fleet surgeon; Gordon McLain, S. Blake McNeely, Tom Trawick, C. T. Harrison, H. H. Hallett, Ferd Zundle and Walter Laubenthal, board of governors.

A. M. Lewis, who has been a prime factor in making the new St. Andrews Bay Y. C., of Panama City, Fla., one of the most active in G. Y. A. ranks, will again sit in the chair at meetings of the officers during 1937. He was re-elected commodore recently without a dissenting vote. There were numerous changes in the other officers. H. B. Everitt, Jr., was elected vice commodore, succeeding W. J. Cook, and Peter L. Kent replaced C. O. Bingham as rear commodore. Phillip A. Roll, now fleet captain, gave way to W. A. Heim as secretary. The new treasurer is J. W. Oenslager, supplanting C. P. Lewis.

H. Hilton Green was renamed commodore of the Pensacola, Fla., Y. C. for the third successive year. He is surrounded by the same officers who have worked with him in the interests of the club during his regime. They include Max L. Bear, vice commodore; L. M. Harvey, rear commodore; Rox Cowley, treasurer; Joseph F. Marques, Jr., secretary; Dan Shepard, fleet captain, and Dr. C. C. Webb, fleet surgeon.

Organizer and commodore since its inception in 1933, Dr. Arvah S. Hopkins, an ardent sailorman and skipper of the Curry racer *Mystery*, remains at the head of the Gulfport, Miss., Y. C. There are changes among the other officers, however. G. B. Flagg, Sr., has succeeded T. Upton Sisson as vice commodore and F. B. Hewes, Sr., replaces Marvin Fortner as rear commodore. Joseph Bolton and Andy Alfonso remain as secretary and treasurer.

New Yachts Add Interest to Southern California Regatta

(Continued from page 53)

few seconds apart, in that order.

The last day the same strong current which *Prelude* had found outside also played havoc with several of the "Sixes," so the gaps at the finish were long. Those who failed to stick close to the breakwater fell back hopelessly.

The third class to start every day was the Pacific Inter-Club, 26-foot one design sloops from the board of Edson B. Schock. Staaf's *Zephyr* couldn't be downed by the other three, no matter what the weather or where she started. Stickney's *Spindrift* was a consistent second and Schulof's *Fran*, third.

Nine Stars fought gamely but vainly to hold down the old maestro, "Hook" Beardslee, sailing his *By-C*, former international champion. Without winning a race and with a different crew each day, *By-C* piled up 33 points, just a three-quarter-point more than Bill Baxter's *Pollux II*. Bob Ziegler's *Win-Blu* and Fleitz's *Leading Lady* proved the best "bath tubs" that first heavy day, but were disqualified for sailing the wrong course after the former had beaten the latter by four seconds. This boosted *Pollux II* and *By-C* into first and second respectively. Ziegler came back into the next race with a clean win over Myron Lehman, Beardslee's regular crew, in *Moira*. *Win-Blu* was always well up, although she, also, suffered from the loss of points the first day. Ziegler was fourth in final standing and Lehman third, while Beardslee's two seconds, a third and a fourth were enough to carry off the series.

These Stars are curious boats; they are so sensitive that handling seems to mean more than in any other class. *Moira* was never more than mediocre when Beardslee had her, yet here she was performing like a thoroughbred for Lehman. *By-C*, twice winner of the Internationals, was sulking for lack of Lehman to second "Hook's" efforts, while *Movie Star II*, which used to do everything but play the violin for Ray Schauer and Eddie Fink, couldn't do better than seventh in a fleet of ten.

K. L. Carver's *Machree* was the only Class R boat to turn out. She sailed over the course four times, alone, to win the Don Lee Trophy.

That completed the racing classes sailing the outside courses. However, four sloops and four boats in the schooner and yawl class competed under Universal Rule ratings in two separate classes and another class of all rigs raced under past performance handicaps.

Harold Barneson's *Francesca*, a Class Q boat, finally won in the sloop class over Walton Hubbard's new *Stormy Petrel* after as exciting a contest as has ever been seen here.

The latter, a fast cruising boat, led *Francesca*, an out-and-out racer, across the finish line twice out of three times, but *Francesca* got within her two-minute allowance once and once defeated *Stormy Petrel* boat for boat. Charlie Page's big Class N *Westward* finished in the lead every time but, with light going and short courses, could not do better than third on corrected time.

W. L. Stewart, Jr.'s, 55-foot schooner *Santana* captured three easy victories from Dr. A. A. Steele's *Stella Maris*, a wishbone ketch, Burton Baldwin's ketch *Trade Wind* and Bruce Beardsley's schooner *Amorita*. Dr. Steele designed his ship himself and a creditable job he made of it.

In the arbitrary class, Charles Ullman's Bird boat *Pipit* won with 29½ points to 28¼ for Sheppard's *Naiad*, a converted "Six," and 25 for Beeler's *Kummel*.

On February 20th and 21st, a fleet of no less than 76 small craft raced on the inside course off Cabrillo Beach, at San Pedro. The youngsters showed as much cleverness as was displayed in the larger boats but space does not permit a detailed description of their contests.

The regatta was sponsored, as it has been for the past ten years, by the Civic Regatta Association and the Southern California Yachting Association, with the California and Los Angeles Yacht Clubs as hosts. Erwin C. Jones was chairman of the race committee in charge of the outside courses and Frank M. Davenport was chairman in charge of the inside courses. The final results in the sailing classes were as follows:

RAINBOWS AND SKIMMERETTES

Boat	*Skipper*	*Points*	*Place*
Dorothy F	George Dynes	18¾	1
Damit	Bob Todd	10	2
Diva	Ira Ralland	9	3
Sorceress	Bill Farrarlar	9	3
	13-FOOT CLASS		
Welakahao	Cox Birkholm	13¼	1
Mine	D. M. Callis, Jr.	12¼	2
Careli	H. C. Austin	8¼	3
	SNIPE CLASS		
Shady Lady	F. Farrington	46¼	1
Hoyden	P. Serrelili	45½	2
Quien Sabe	Darby Metcalf	40	3
Snippy	R. Johnson	40	3
	FLATTIE CLASS		
Rioteer	F. L. Munsey	19½	1
Tipsy	Bill Merrick	19¼	2
Mad Monk	Don Butte	16	3
	16-FOOT CLASS		
Lark	M. Mitchell	37¼	1
Buji	Stewart Babbitt	36¼	2
Mist	Austin Peeples	32	3
	19-FOOT CLASS		
V-H	H. Provence	24¾	1
Brant	Clark Sumner	21	2
Zapato	William Roberts	16	3
	21-FOOT CLASS		
Hi-Lo	James Cowie	9¾	1
Seaward	F. B. Smalies	6	2
Endeavor	Fred Kellogg	3	3
	SKIMMERS		
Patricia	R. Russell	20½	1
Hoken	B. Perry	17	2
Inez	E. Reeknok	15	3

For the second consecutive year power cruiser races were placed on the program. These took place on February 21st, with five entries. One race was from Long Beach Light to Newport Harbor jetty and the other was a return race. The "predicted log" method was used, each boat starting at a predetermined time. Winners were determined according to the amount of variance from their predicted logs.

1ST RACE

Yacht	*Owner*	*Place*	*Total Error*
Sea Dog	Wesley D. Smith	1	3 min. 09 sec.
Arrow	George E. Buzza	2	6 min. 09 sec.
Midgie Mia	——	3	15 min. 41 sec.
El Perrito	B. S. McGlashan	4	19 min. 34 sec.
Lura Belle III	Vernon Walker		No time.

2ND RACE

Arrow	George E. Buzza	1	3 min. 19 sec.
El Perrito	B. S. McGlashan	2	6 min. 03 sec.
Sea Dog	Wesley D. Smith	3	7 min. 09 sec.
Midgie Mia	——	4	12 min. 24 sec.
Lura Belle III	Vernon Walker		No time.

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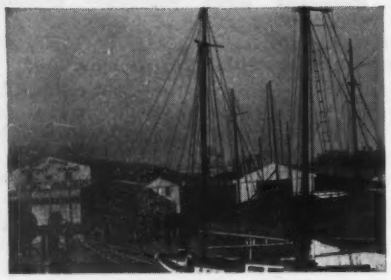

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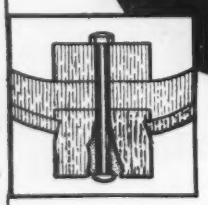

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The Yankee One-Design Class

(*Continued from page 65*)

and long, easy water lines. As a result, most diagonals are unusually sweet for boats of this size.

To me the most interesting design is No. XIII. The designer of this boat has shown real genius as an originator. The sail plan is modern, though moderate. The boom to hoist ratio is 2½, the rake of the mast looks well and adds to the performance to windward.

But it is in the lines of her hull that No. XIII is most daring. 30 feet over all with 26 feet water line, double-ended yet with very easy diagonals, this boat, with her moderate displacement, should be fast and able. She is, in truth, a glorified sailing whaleboat. I should like very much to see her tried out.

No. XXII is, to my eye, the most promising of the lot. Handsome is as handsome does, and this boat combines the indicated requisite of hull form and displacement with a grace and shapeliness that could have been conceived only by a designer of wide experience. If her draft is not too great, and her curved transom not too expensive to build, the committee could not go far astray with her.

Space does not permit me to comment individually on each of the other designs published herewith. They all have their good points, which no doubt will be recognized by the committee. But, more important than their intrinsic value as designs, is the fine spirit of sportsmanship and coöperation which has prompted this contribution. It is without precedent in the annals of yachting and augurs well for our cherished sport.

NOTE: As told in our February issue, the Yankee One-Design Class Association was formed to promote a new one-design class for New England, the boats to be of moderate cost. Designs have been submitted anonymously and, when they have been digested, a composite design which will, it is hoped, embody the best features of all, will be drawn and a boat built.

Late in April the Yankee One-Design Class Committee will attempt to create a design along the lines indicated by the consensus of opinion and advice which will have been received at that time. At first it was not planned to design a boat until June and to build her during July, but so much interest has been aroused that many of the committee are getting impatient. It is also felt that it is important to have a boat at the Edgartown Regatta in July.

Nineteen designs have been submitted to the committee, all of which have been on exhibition in Boston for several weeks and have been inspected by several hundred yachtsmen. All indications now point to a boat of the following approximate specifications: Length over all, 30′ to 31′; length on water line, 24′ to 25′; beam, 6′6″; draft, 4′3″; displacement, 4500; sail area, either 300 square feet or 30 square metres (323 square feet).

Needs and Notions

(*Continued from page 79*)

use galvanized rudders and rudder stocks. This combination, with a bronze propeller a few inches ahead of it, is sure to cause trouble. Galvanic action attacks the zinc coating and then the iron of the stock and rudder blade. Many boats are in use today which are unsafe as far as rudder stock and rudder blades are concerned. If your boat is one of those unfortunates which has an iron stock and iron blade, look it over carefully to see if corrosion has eaten away the greater part of stock and blade. If it has, by all means have a new rudder and stock made and this time use bronze. It is too close to the propeller to risk using galvanized iron.

Note particularly the bottom bearing for the rudder, if there is one, to see that the pin on the rudder has only a small amount of play in the hole in the shoe. Sometimes there will be as much as half an inch of play and that produces a severe thump or knock which is often blamed on the propeller or on the motor. The remedy is obvious.

Propellers do cost money. Anyone can see the damage caused by hitting the hull against a heavy piece of drift or a dock, but a propeller is such a distorted, twisted piece of metal to begin with that it can be badly out of true and yet be apparently but little bent or damaged. I believe that the average mechanic in a boat yard cannot do a good repair job on a bent propeller. To bring it back to its proper pitch, with every one of the blades in proper position, is a highly technical operation requiring special equipment and special training. If you have hit a piece of driftwood or have grounded while the motor was driving the propeller, either get a new propeller or send your old one, in case it is not too badly damaged, to one of the companies which make a specialty of reconditioning propellers. To try and pound it back into shape with a hammer and a block of iron held against the blade is, in my opinion, a most short-sighted way to try to save money.

After doing as much as should be

done, or as little as can be gotten away with to make the boat serviceable and safe, many owners want to know how they can "bring the old crate up to date." And by that they mean that they want to know how they can put into the hull the air conditioning, sound insulation, heat insulation, vibration deadening devices and all the other gadgets they read about in the advertisements for the 1937 model. Then they want to change the outside so that it will have the modern streamlined appearance.

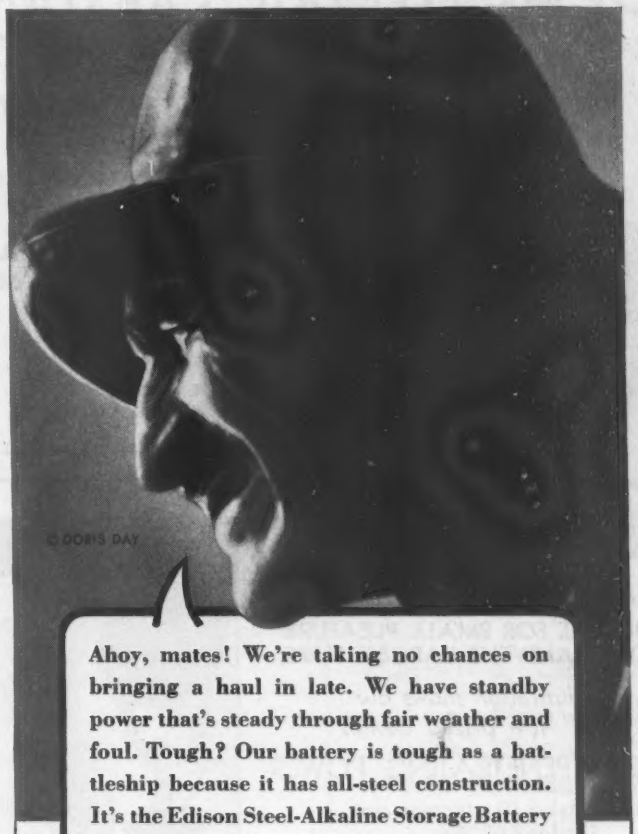
Air conditioning — that is another nice term. To the layman, it means almost anything from an electric fan, blowing air around in a room, to a true air conditioning system which dehumidifies the outside air if it is too damp, humidifies it if it is too dry, heats it if it is too cold, cools it if it is too warm, and filters it to remove dust and dirt. True air conditioning demands that the cabins be completely and thoroughly insulated and entered by vestibules to prevent escape of the conditioned air. The requirements of space, weight, ventilation ducts and power are tremendous. Unfortunately, the boat has to carry around all that equipment and power generating apparatus. My opinion is that true air conditioning in any boat under three or four hundred feet in length is absolutely impractical and that, even in the largest yachts, it can be obtained only at a great sacrifice of other more desirable qualities.

Ventilation, however, is something else. Every well built and well planned boat must be adequately ventilated. This is best accomplished in a small boat by individual fans rather than by a central ventilating system with blowers and ducts. I have yet to see an owner willing to give up the space necessary for a decent central ventilating system. Therefore, do not be concerned if your boat is not air conditioned. Neither is any other boat under 200 or 300 feet.

Insulating engine rooms both for sound and heat is a modern practice which has added greatly to comfort. When carefully carried out, sound and heat insulation make a marked difference in a boat. Fortunately, the materials which insulate for sound are almost always good heat insulators. The reverse is not always true. We can get good heat insulators which are not always good sound insulators. The one thing to remember in carrying out sound insulation is that engine room noises can be "telegraphed" by the hull structure to the most remote parts of the boat. Water pipes, electrical conduits, long engine beds and girders, fuel lines — in fact, any continuous metallic or continuous wooden member running from the engine room or from machines in the engine room to other parts of the hull will carry noise to a noticeable extent. Try the following simple experiment. The next time you go to a boat yard, find a long solid stick of timber, perhaps a mast forty or fifty feet long lying on the dock. Put your ear firmly against one end of it and have a friend tap the other end gently with a pencil or even a finger nail. That sound will be carried through the wood and you will hear it better than if you were standing two feet away from the point at which the tapping is done. The problem is to prevent sound getting into continuous wooden members, either from the engine or any pumps and generators, or from the shaft itself, and to introduce a length of rubber hose in all pipe lines. These precautions, together with lining the engine room and the deck above it with sound absorbing material, will give excellent results.

Heat insulation is simpler than sound insulation. Some of the new materials are remarkably light, effective and easily installed. For instance, the new spun glass wool, the new aluminum and copper foils are light, easily installed, and highly effective. They run cork a close second for ice box insulation and, according to the makers, are even better than cork. Asbestos board is for many purposes still the standby for heat insulation around stoves.

Engine mountings of rubber, cork, springs, or various combinations of these materials, are becoming increasingly popular and justly so. No real sound insulation can be worked out without the use of some sound absorbing and vibration absorbing engine mounting. To put these mountings in an old boat is a real piece of work for it invariably involves new engine beds. Usually, the beds are considerably lower and wider on top than the original beds. Sometimes the old beds can be rebuilt, but the engines must be lifted out of the boat so that the work on the beds can be carried out. All piping to and from the engine must be flexible and should have sections of rubber hose to prevent sound traveling along pipes. This applies to exhaust pipes as well as water piping. The coupling of the engine to the propeller shaft must allow a certain amount of misalignment and have enough flexibility so that the engine can move on its mountings without putting stress on the propeller shaft. An ordinary metal universal joint would do that but it would not stop the travel of sound from the motor into the shaft and into the hull. Some form of rubber or fabric coupling is therefore to be preferred so that there is no metal to metal contact between the engine and the shaft. If the shaft runs in rubber bearings, the entire engine and all moving parts are then completely insulated from the hull proper. Neglect of any one of these precautions may spoil what would be a quiet installation.



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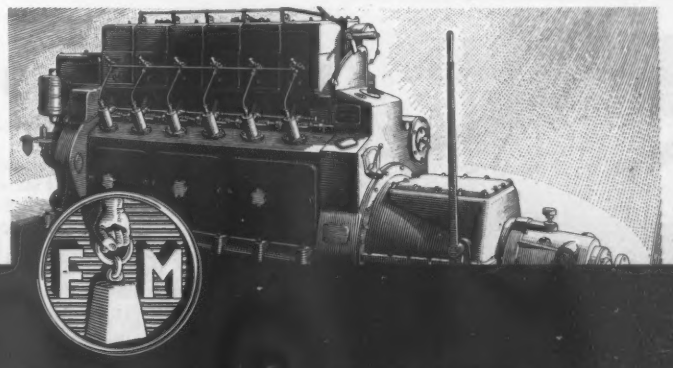

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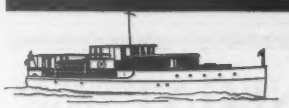

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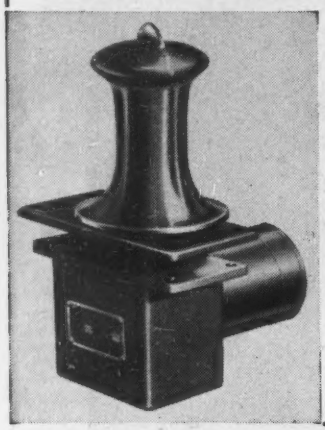

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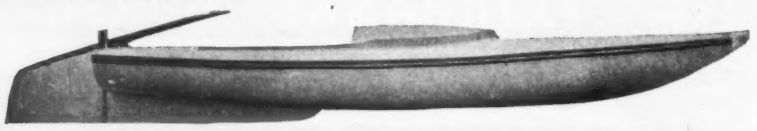

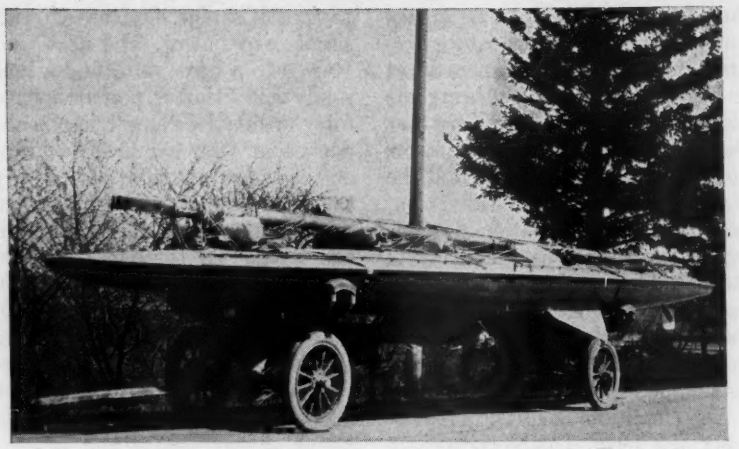

Even boats as large as Lake Scows may be transported on trailers with ease and race on waters a long distance from their home ports

Amphibian Revival

(*Continued from page 59*)

latest engineering practice and will give you an indication of what you should look for in any motor boat you may consider purchasing.

Motor boat racing is confined, to a great extent, to two major types: the small, stepped, outboard racer; and the considerably larger, fine-lined, powerful-engined type which features often in the newspapers. The latter constitute a highly specialized department of sport, a department which requires an intimate study of its own peculiarities and necessities, and one which cannot be treated in a general article of this character. It is, obviously, a sport suited to almost any sheltered inland water because one of the requirements is a comparatively smooth surface on which to race.

Turning now to sail, we encounter a rather different set of problems. In the cruising division, draft, in many localities, is a definite limitation, and it is wise, under any circumstances, to keep it under four feet. You may think, because nearby rivers and canals and locks allow a greater draft, that it is safe to go above that limit. But dry seasons change depths, and, furthermore, when you start cruising on the waters of the interior, you never know where you may want to go before you get through. Four feet draft, or even less, is not impossible to obtain with full headroom in a yacht of 20 feet water line length or over, and full headroom is something worth fighting for on a cruise! Motor sailers, which we shall, for the moment, include in the sail department, can produce full headroom with considerably less draft. Auxiliary power of some sort is almost imperative on yachts for this type of cruising, but in the "tabloid" class it may be reduced to an outboard motor stowed in the lazarette when not in use. Within these limitations, you have a range of choice to suit large and small pocketbooks and to suit almost any taste. One word of caution: a sailing yacht need not be slow or ugly or unduly heavy to be able; you are only cheating yourself if you forget this.

Of all the types of boat for our purpose, we come now to the one which, I believe, is proving of the greatest use and of the greatest sport to the greatest number. I am speaking of the small, light, moderate-priced, easily built, one-design class sail boat, with a good turn of speed, but without extreme features — that is to say, not a "racing machine." The type of boat which is good fun to race but also good fun to sail around in, to "take the family out" in, and to use for this, that and the other purpose for which a sail boat of this general type can be used.

It is not my purpose to speak disparagingly of "racing machines," but they belong in a special department, much as the motor racers do, and our emphasis here belongs, as suggested above, on the "greatest sport for the greatest number." That there is some foundation for my belief is evident in the rapidly growing demand for boats which meet these requirements, and particularly in the increasing number of fleets on waters of the interior.

Let me explain the distinction between the terms "one-design class," and "restricted class" because they are sometimes confused with each other. A restricted class is designed with certain restrictions on size, sail area or other details but, beyond a point, gives the designer considerable freedom. A one-design class allows no such freedom but must conform accurately to a certain set of plans and specifications. It is obvious, in the first case, that one designer may turn out a faster boat than another, so that, in racing, a given boat may have an advantage which has nothing to do with the skill of her skipper and crew. The idea behind the one-design class, on the other hand, is to make racing supremacy *entirely* dependent on skill in tuning up and handling. While even one-design

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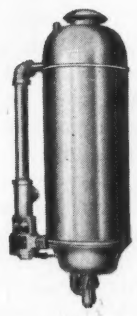

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class rules may be beaten to some extent by spending extra money on your boat, the principles involved in one-design classes seem to me ideal for class racing. And I believe it is coming more and more to be considered poor sportsmanship to rely, in these classes, on anything to win races except the best care, the best tuning, and the best handling of which one is capable.

There are quite a number of one-design classes, of various dimensions and costs. Of these classes three, if for no other reason than the numbers they include, deserve special mention. These are the Star, the Snipe, and the Comet. They are all Marconi-rigged sloops and at first glance the hulls look much alike. Star (22′-0″) is a keel boat, while Snipe (15′-6″) and Comet (16′-0″) are both centerboard craft.

The Snipe Class is the largest in numbers of any class in existence, with over 2000 boats registered; Star, the oldest and costliest of the three, comes next; and the Comet, the newest class (organized 1933), promises to give the others a run for their money. The popularity of these classes is due, I think, in large part to five factors: they fit (particularly Snipe and Comet) moderate sized pocketbooks; the cost of operation is low; they are easy to handle; they are smart looking and smart in action; and, finally, the classes are very well organized. Other well-known one-design classes, within a moderate price range, but not to date so well organized, are: Interlakes, Skimmers, Nimblets, B. O. Dinghies, Baby Knockabouts, and the Albatross.

Several elements enter into a decision between a keel and centerboard boat for our purposes. Each, in the first place, requires a different technique in handling. Essentially, a centerboard boat is built to give way before a blow, whereas a keel boat is built to stand against it. Properly handled, a centerboard boat should not capsize under ordinary circumstances; but she should be built non-sinkable, so that if she does capsize all the crew has to do is to hang on. A keel boat, on the other hand, should be non-capsizable, *i.e.*, should "spill the wind" before she can go over. Nevertheless, if a keel boat fills in a hard chance, she may be expected to sink! I do not think we need concern ourselves unduly with the safety of one type against the other, for each has its points.

In certain other respects, however, centerboards have distinct advantages for the sort of waters we are considering. In the first place, if you buy into a one-design class, although you may think it is only because you want a boat like your neighbor's and you are not interested in racing, the first thing you know, you'll find you *are* racing and, I venture to say, getting a great kick out of it, even if you don't win races at first. There is a fascination about racing on the water, which grips you in spite of yourself, once you have indulged in this branch of the sport.

The next thing you know, a chance comes along to race at some other place than your customary locale, and you immediately face the problem of getting your boat over there. Here a centerboard boat, of the sizes we are interested in, is a cinch because she is comparatively light and, with the board up, presents a flattish bottom which can be rested on a trailer or, even, if the boat is small enough, on top of your car! A keel boat of the same size will be much heavier and will require a cradle and a lot of securing gear for the trip.

One other advantage we have already mentioned, that of pulling up on the beach; in addition to these, a keel boat on waters of the interior limits your field of operation, because many lakes and rivers are too shoal for anything but centerboards to be comfortable. In general, therefore, unless you are unduly concerned about capsizing as against sinking, I believe that you will be better off with a centerboard, or with a combination centerboard and shoal keel, than with a full keel.

The foregoing covers, in as great detail as is possible in our limited space, the major problems of the prospective yachtsman on lakes, ponds, reservoirs, rivers, and canals. If you live near waters where there is already considerable boating activity, it will be easy for you to follow along. But if you should live on some comparatively boatless body of water, and if it is true that enjoyment loves company almost as much as misery does, you may welcome some suggestions as to how to start the ball rolling.

I first suggest that you procure a few current yachting magazines, perhaps a book or two on yachting from the library, and by all means the latest *Yachtsman's Guide*. Then I should gather together a group of friends — I don't know just how many constitute a group, but, I would say, if you can't get two take one! Having aroused the enthusiasm of the group, the next step is to form a yacht club. You really need not less than three for this purpose, because it is difficult for a yacht club to function without at least a commodore, a vice commodore and a rear commodore.

Now you are ready to start operations as soon as the minor detail of getting some boats is attended to. It will help, if it can be arranged without straining diplomatic relations, if all get the same type of boat to start with. If all members of the group wish to cruise, considerable breadth of choice may be allowed. But if racing is to be on the program, it will be a distinct advantage to have the boats alike; if

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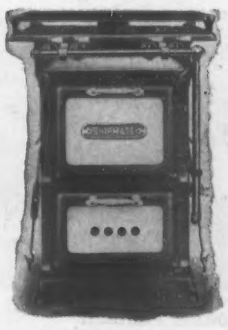

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One advantage of centerboard boats is that they may be hauled up on the beach while their crews work on them or loaf on shore

racing under sail interests you, I think the benefits of a one-design class are obvious. In this connection, where a new fleet is being started, it will not be a mistake to find out what classes are being raced on waters within striking distance of your location, and to start a fleet of one of those classes. Up in Canada, not long ago, one-design fleets were put to work on two lakes, about one hundred miles apart. Within a short space of time the two clubs were putting their boats on trailers or on trucks and taking them back and forth gaily to race.

Finally, at least one member of your yacht club, which we may now assume is in full swing, with colors made regularly at 8:00 a.m. and sundown, should join the North American Yacht Racing Union, in order to procure one of its books full of rules and other valuable information; and another should be detailed to write to some of the yachting magazines for information as to the location of class headquarters, etc. I shall say no more, except good luck, and *bon voyage*.

Too Big or Not Too Big—That Is the Question

(*Continued from page 72*)

reduction gear, driving a 24-inch diameter two-blade, 16-inch pitch solid wheel, slowed her somewhat under sail in light air. However, sailing single-handed, I regard it as a necessity as we invariably used the engine when taking in sail. Trimming sheets was the only work under way, when a quick luff sufficed for trimming the main. Foresail and jumbo or jib could be trimmed single-handed in a rail breeze. The light stuff, fisherman and ballooner, we used little and they gathered cobwebs in the lazarette. With a stag crew, which I had only twice during the season, there seemed to be no work entailed for any one and we set light stuff to our hearts' content.

No, with a crew of two, and one at the wheel, there was no trouble; when alone, there was no serious difficulty, only hard work. Teak decks, a deep cockpit and life lines fore and aft, with spinnaker pole lashed in the rigging to starboard, made for safety, and the steadiness of the boat and her easy motion in a seaway all helped. She is the driest boat I have ever owned, and a pleasure to sail in open water. Below decks, in port, she was a veritable summer cottage, with space everywhere, which made up for some of the hard work on deck.

I have alluded to some of the jobs, the necessary work of getting under way, sail handling and docking. Right here another serpent in Eden rears its ugly head, Spit and Polish! "Well, he asked for it," I can hear people say, and I realize that I did; but somehow the hell ship tradition dies hard and polished teak and a bit of shining brass is a soul-satisfying sight, though when you're shining and varnishing you can't be puddle jumping.

Now, for the *pros* and *cons:*

Pro: I sailed the ship all summer, went places and got away with it.

Con: You were lucky and you didn't go lots of days when it seemed too much work to get under way.

Pro: She is a swell boat to live on, and roomy and comfortable; we enjoyed it.

Con: We enjoyed living on smaller boats and had only half as much to take care of; after all, we are only two small people. (My wife will kiss me for that.)

Pro: She is a grand sea boat and heaves to wonderfully.

Con: We don't go to sea and I'd rather run into harbor than stay hove to all night.

Pro: You could always handle the anchors and had no trouble save once in Nantucket when the chains crossed.

Con: I like manila line and smaller anchors anyway; the ones we have are too much work.

Pro: I thought you wanted the biggest small boat possible so that you could go to the West Indies or Panama or Galapagos if you wanted to?

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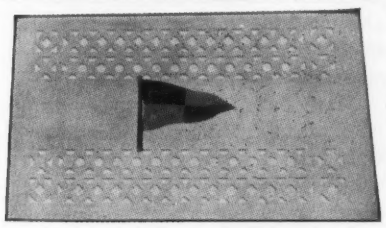

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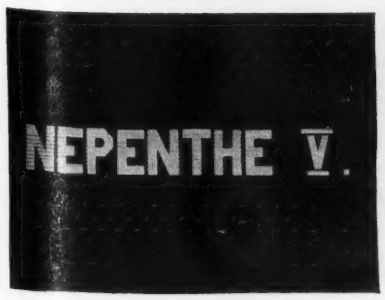


Con: I don't want to just at present. I'm a puddle jumper, as I have remarked several times.

Pro: I'm disgusted with you! You can't take it!

Con: Now don't get sore. After all, I don't want to kill myself just to satisfy your vanity; I'm well and a smaller boat will be more fun.

Pro: How big a boat do you want anyway?

Con: Oh, perhaps, as Edna Ferber says, just So Big!

Pro: You're stalling! You just want to try another boat.

Con: Well, maybe you're right.

Stars Race off Havana

(*Continued from page 67*)

Class, presiding. As the invaders passed beneath the grim, gray walls of Morro Castle and bade farewell to Cuba's hospitable shores, they vowed to meet again next April at Bermuda where the rivalry between *Twin Star*, *Jack Rabbit* and *Ace* will be renewed. The summaries follow:

MID-WINTER CHAMPIONSHIP

Yacht	*Fleet*	*Skipper*	*Crew*	*Pts.*
Twin Star	Lake Michigan	L. M. Pirie	G. Pirie	23
Ace	West L. I. Sound	A. Iselin	E. White	21
Jack Rabbit	Peconic Bay	P. Shields	C. Shields	21
Nutmeg	Cent. L. I. Sound	P. Smart	H. Ashley	20
Shucks	West. L. I. Sound	J. White	Mrs. White	15
Turtle Star	Lake Ontario	E. Doyle	R. Hoffman	11
Jupiter	Habana	G. Carricaburu	R. Cabrera	11
Kurush	Habana	C. de Cardenas	W. Rivero	8
Delfin	Paris	E. Conill	M. Carbonell	4

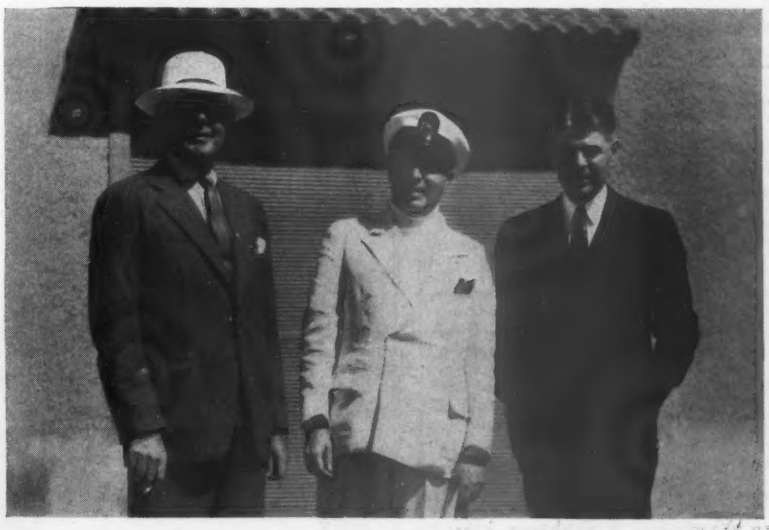
BACARDI TROPHY

Yacht	*Fleet*	*Skipper*	*Crew*	*Pts.*
Jack Rabbit	Peconic Bay	P. Shields	C. Shields	55
Ace	West. L. I. Sound	A. Iselin	E. White	55
Twin Star	Lake Michigan	L. M. Pirie	G. Pirie	50
Shucks	West. L. I. Sound	J. White	Mrs. White	45
Turtle Star	Lake Ontario	E. Doyle	R. Hoffman	43
Santoy	Habana	F. Bru	L. Santeiro	37
Jupiter	Habana	G. Carricaburu	R. Cabrera	36
Aitorito	Habana	A. Naya	A. Betancourt	29
Nutmeg	Cent. L. I. Sound	P. Smart	H. Ashley	28
Kurush	Habana	C. de Cardenas	W. Rivero	27
Jibaro	Habana	C. Fuentes	G. Warner	27
Lia III	Habana	R. Karman	L. Karman	26
Delfin	Paris	E. Conill	M. Carbonell	23
Carmita	Habana	L. Miranda	E. F. de Velasco	20
Ariel II	Habana	G. Alamilla	N. Carbonell	17
Ben Joe	Habana	E. Martel	J. Kates	14
Mambi	Habana	E. Smith	R. Fauly	11
Halcon	Habana	C. de Mopox	J. Sta. Cruz	11
Aholy	Habana	A. Rueda	A. Ruibal	7

CUBAN-AMERICAN TEAM RACE

	Pts.		*Pts.*
Twin Star—L. M. Pirie	8	*Jupiter*—G. Carricaburu	4
Shucks—J. White	7	*Kurush*—C. de Cardenas	3
Ace—A. Iselin	6	*Nutmeg*—P. Smart	2
Aitorito—A. Naya	5	*Delfin*—E. Conill	1

American Team, 23 Pts. Cuban Team, 13 Pts.



Paul and "Corny" Shields, winners of the Bacardi Cup, with Rafael Posso standing between them

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Rocking Chair Navigation

(*Continued from page 81*)

TABLE 2

Compass Course	*Variation −W or +E*	*Deviation −W or +E*	*Total Error*	*True Course*
1	2	3	4	5
0°	7° W	15° E	+8°	8°
32	"	10 E	+3	35
59	"	5 E	−2	57
90	"	1 W	−8	82
122	"	7 W	−14	108
154	"	10 W	−17	137
180	"	12 W	−19	161
212	"	7 W	−14	198
239	"	2 W	−9	230
273	"	5 E	−2	271
300	"	8 E	+1	301
332	"	12 E	+5	337
360	"	15 E	+8	368

Compass course to true course −W, +E Variation and Deviation

Making Your Boat More Enjoyable

(*Continued from page 61*)

much the ship's head is off that course, to the right or left. The dial is radium-illuminated for night work.

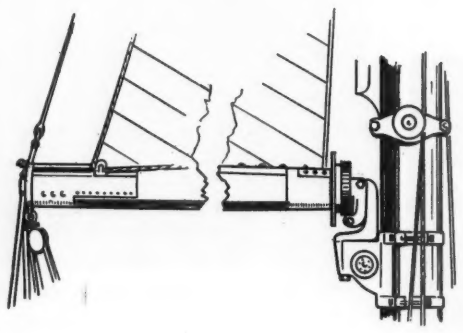
The indicator may be placed in any desired position regardless of nearby iron or magnetic fields. The relative motion of the indicator hand to the compass lubber line may be increased in smooth weather for close and accurate steering and decreased in rough weather to accommodate the motion of the ship.

Weighing anchor has always been one of the toughest jobs aboard, especially when you are a bit shorthanded. The Northill stainless steel anchor makes it possible to substitute brains for brawn. The regular sizes are 4, 12 and 30 pounds and they all provide a holding power ratio of about 60: 1, with scope of five or six times the depth of water. A fathom of chain between the anchor and the cable has been found of great benefit in getting these anchors to dig in promptly. The greatest advantage of all is the fact that you can lift a Northill anchor clear of the bows, unshackle it, and stow it below with one hand.

For handling the older, heavier anchors, warping into docks and hoisting sails, a small electric windlass is a great convenience, especially if your captain has to do much of this work unassisted. The windlass illustrated here, made by the American Engineering Co., weighs 140 pounds in all and may be operated on either 12, 32 or 110 volts. The drum head is 5 inches in diameter and pulls up to 450 pounds at a speed of twenty feet per minute. It is true that a windlass exerts quite a drain on small banks of batteries but by running the charging motor while it is in operation the drain can be considerably reduced.

Many owners find that they have use for many more tenders than they have space to stow, what with supplies needed ashore, frostbite dinghies flitting about under sail and the youngsters clamoring for an opportunity to row. The Anchorage, Inc., has a workable solution in three small boats which nest together and can thus be stowed in the space ordinarily occupied by one. They are the 12-foot jolly boat, with wide beam and deep sides which provide tremendous carrying capacity, the 10-foot Class D sailing dinghy, and the 8-foot pram which weighs only 65 pounds. Any two of the three can be nested together.

An item which has developed undeservedly slowly in this country is the roller reefing gear. Several of



A roller reefing gear which keeps the tack of the sail close to the mast

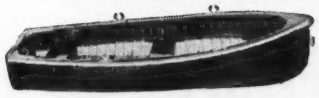
TARR AND WONSON'S
COPPER PAINT

Like the battle cruisers of the fleet, Tarr and Wonson's Copper Paint gives "first line protection" . . . protection against barnacles, teredos and seagrowth of all kinds. Its high copper compound . . . its preserving action on the hull make it "the" copper paint of "sea-going" yachtsmen on both Atlantic and Pacific. Look for the full rigged ship at sea on every can.

Also a complete line of deck and topside paints.

TARR & WONSON, *Limited*
Gloucester, Massachusetts
Fine copper paints since 1863

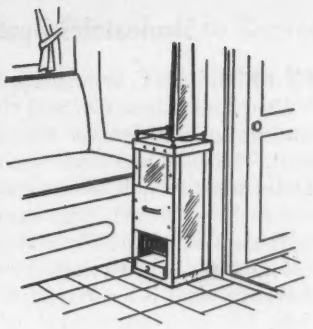
READY FOR THE WATER
any time



• An Old Town "Dink" is always at your service. Lash it on deck or hang it on davits. Tow it astern if you want. Sturdy wood planking is sheathed with seamless canvas. Never springs a leak . . . never swells . . . never shrinks . . . never needs calking.

Ideal for tender-service. A compact boat for any job. Different sizes for every use. Braced for an outboard. Can be rigged for sailing. Write for a free catalog showing many models and prices. Look at the outboard boats, including big, fast types for the family. Canoes. Rowboats. Address: Old Town Canoe Co., 364 Main Street, Old Town, Maine.

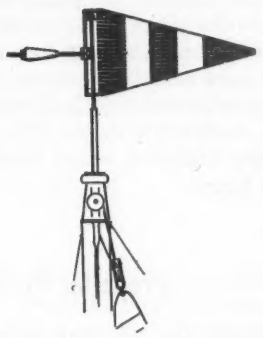
"Old Town Boats"



A cabin stove is particularly useful for spring and fall cruising

the foreign participants in the last Bermuda Race had roller reefers and they came in handy when it breezed up. They were able to roll in any desired amount of sail in less than half the time required to tie in a reef. Cruising men have found roller reefing gear particularly helpful when short-handed and racing skippers have found such gear thoroughly practical if care is used in rolling in the reef. There are difficulties, of course, and an outfit which does not fit the sail with which it is used can be bad indeed.

Merriman and Lawley are both bringing out new roller reefers, carefully worked out in conjunction with leading designers. The Lawley outfit illustrated here was first used on the Eastern Yacht Club's 36-foot class last season, of which two boats went to Bermuda. At the inboard end it successfully overcomes one of the greatest objections to roller reefers by reversing part of the universal joint required and thus cutting the distance from the mast to the tack of the sail to no more than that of the conventional gooseneck. The crank handle, of course, is removable. The fitting at the outboard end is slotted to take the clew outhaul which is moved in and out by turning with a crank a threaded rod in the center of the boom. Topping lift and sheet blocks are secured to a rotating collar at the end of the boom where provision is also made for snapping the metal boom crotch into place.

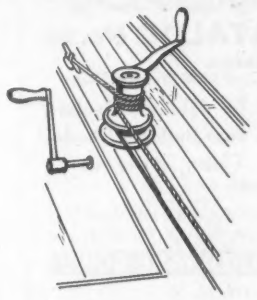


An adjustable masthead pennant

Part of the success of any roller reefing device lies in getting the diameter of the boom at various places just right so that reefing does not interfere with the draft of the sail. With well designed gears, this can be accomplished.

In the racing classes, speed and dexterity in handling sail and trimming sheets is of utmost importance. A good racing crew is essential and so is good gear. The double action winch illustrated has been used on the jib sheets of many of the Long Island Sound Interclubs. In trimming the hauling part of the sheet, the upper drum operates like any ordinary ratchet winch with removable handle. The standing part of the sheet, which terminates in several feet of flexible stainless steel wire, is fastened to a lug on the smaller drum. This drum has a high gear ratio and is operated by turning the handle which shows inside the cockpit and serves to get in those last few vital inches or slack off a bit if you have trimmed your jib down a little too flat. The friction in the gears hold the strain.

Just as the curtain was being rung down on the last season, there



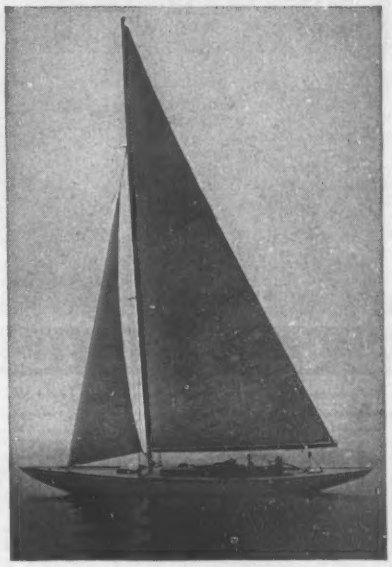
A double action winch for trimming jib sheets

appeared a serviceable little masthead pennant and wind direction indicator. The rate at which it has been selling during the off season indicates that if your boat doesn't have one she will be quite the exception this summer. The pennant is aluminum, the adjustable counterweight is lead and the remainder entirely of brass. The adjustable feature is designed to permit the balance to be adjusted after painting on your club burgee. Since the whole is balanced on a single tiny point, it responds to the slightest whisper of a breeze.

Mops, although they may seem entirely too simple to permit of improvement and too lowly to deserve consideration have, nevertheless, succumbed to progress at last. Winsette Marine Gadgets have developed a mop made of a high grade chamois-like material which is both durable and water absorbent. The handle is varnished and has a hole bored in the end for a lanyard. The principal advantage aboard boats is that decks can be mopped without leaving stray strings hanging out of scuppers and clinging to cleats, fairleads, anchor chocks, etc. This mop can also be used as a chamois in wiping down varnished cabin tops and rails.

A mop of chamois-like material

For
Greatest Driving Power, Strength and Durability



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Made in England
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35–36 South St., New York, N. Y.

THE KOHINOOR IN ACTION

L.O.A. 15′–3″	Sail area 160 sq. ft.
Beam 6′–0″	Marconi sloop
Depth 2′–3½″	Bronze fittings
Draft 0′–6″; 4′–6″	Salt water fastenings

PRICE COMPLETE, f. o. b. factory $450.00

OTHER SAILBOATS

13′–6″ UGLY DUCKLING	$265
16′–0″ LARK SPECIAL	$375
11′–6″ TIGER CAT	$195
11′–6″ D-T FROSTBITE	$225

All round bilge narrow planked boats

WRIGHT-BUILT BOAT CO.
Dundee, New York
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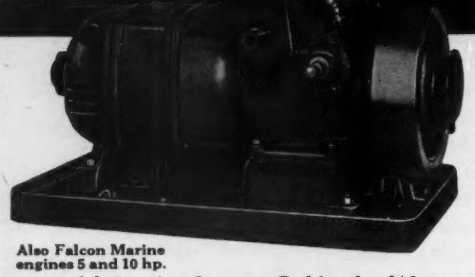
U. S. "FLOATING" ELECTRIC PLANTS

RUBBER MOUNTED



Rubber mounting with special "floating" base eliminates vibration. Designed expressly for cruisers and yachts. Extremely compact and light weight. Complete range of sizes from 800 watts and up — AC or DC. Also 200, 350 and 500 watt air-cooled units, 12 or 32 volts. Ask about new line of oil-burning DIESELS.

Write for new marine catalog

Also Falcon Marine engines 5 and 10 hp.

U. S. MOTORS CORP., 435 Nebraska Street, Oshkosh, Wisconsin

U. S. ELECTRIC PLANTS *and* ENGINES

The WORLD'S LARGEST MANUFACTURER OF ITS KIND!

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COMPLETE LINE MARINE LAMPS HARDWARE & SAIL BOAT EQUIPMENT

NOW READY

OUR 1937 CATALOG No. 80

Chock-full of New Gadgets
Over 1100 illustrated items

FREE To Jobbers, Dealers, Boat Builders, Architects, Yacht Clubs. Write us on your letterhead.

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PERKINS MARINE LAMP & HARDWARE CORP.

1944 PITKIN AVENUE, BROOKLYN, N. Y.

THE GALLEY GUIDE

by Alex W. Moffat

COOKING aboard ship made a pleasure. The new edition of the Galley Guide will prove invaluable. Nourishing meals easily prepared and at a minimum cost. There is a new chapter on how to mix drinks; together with a list of supplies. Waterproof binding. *Price* $1.50

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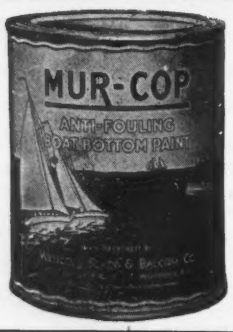

For Protection Below the Waterline

NO BARNACLES
NO WORMS
NO GRASS

USE MUR-COP

WESTCOTT, SLADE & BALCOM CO.
PROVIDENCE RHODE ISLAND

Skaneateles Boat and Canoe Co. Expands

IN FEBRUARY, arrangements were completed between the Skaneateles Boat and Canoe Co. and the Rochester Boat Corp., under which the Skaneateles organization will operate the building shops of the Rochester plant. This plan was made necessary by the fact that orders for the Skaneateles stock models, such as the Comet, Snipe, Sea Gull and others, have been received in such large numbers that they will demand the entire productive effort of the Skaneateles plant. With the new arrangement, the custom work is being done by the Skaneateles organization at Rochester where the plant is located adjacent to the grounds of the Rochester Yacht Club.

A great deal of work is already in process. A number of 19-foot Interlake sloops are nearing completion and four Stars are under way. A dozen smart 22-foot shoal draft keel sloops, from designs by Sparkman & Stephens, are building. Ten of these are going to the Rumson Country Club, of Rumson, New Jersey, and the others to the south shore of Long Island.

In addition, the first of the Lake One-Design boats is being laid down. These are a class of 34-foot auxiliary cruising-racing boats adopted by the Lake Yacht Racing Association. The design was selected by a committee of the association after a competition of designs drawn to fit certain requirements. The winning design was submitted by Philip L. Rhodes, associated with Cox & Stevens, the designer of *Kirawan*, 1936 Bermuda Race winner, and many other outstanding boats. Mr. Rhodes has produced a characteristically beautiful boat and one which promises to be successful and popular.

This expansion on the part of Skaneateles puts the firm in a position to handle a volume of business which promises to be greater in 1937 than at any time in the company's 44 years of building.

\+ + +

New Lycoming Distributor

ATLANTIC Marine Boat Yard, Inc., at Miami, has been appointed distributor for Lycoming marine engines for Florida territory extending along the East Coast, from Key West to Ft. Pierce.

P. D. Daniels is president of Atlantic Marine Boat Yard, Inc., which has been established about eleven years and operates one of the most complete boat and engine service yards in Florida.

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New Yacht Pier at Norfolk to be Texaco Mailport

TO ACCOMMODATE yachtsmen northbound from Florida on the Intracoastal Waterway, the new Municipal Yacht Pier on the Elizabeth River, at the foot of Church Street, Norfolk, Va., has been opened for business ahead of schedule.

Although work on the pier is not entirely finished, the pier is adequately prepared to take care of boats. Fuel and water pipe lines have been laid and electric outlets have been installed for the use of yachts. Upwards of 30 boats can be accommodated overnight or for longer stopovers in the slips.

Completion of the pier is anticipated before the end of April. The pier will be one of the most modern in the country. Rates of three cents per foot per day for periods up to one week, and lower rates for longer periods, have been tentatively agreed upon by the Norfolk City Council. Gasoline and marine motor oil is being dispensed by the Texas Company on a long term contract with the City of Norfolk and the pier is designated as a Texaco Mailport where transient yachtsmen may receive their letters from home.

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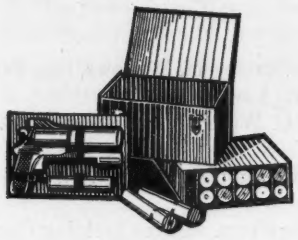
Propeller Production Forecasts Big Year

POINTING out that propeller production has always been a good barometer of conditions in the motor boat industry, T. F. W. Meyer, manager of the marine division of Federal-Mogul Corporation, Detroit, announces that current propeller production is running approximately 125 per cent ahead of that of last year, forecasting an exceptionally good year for the entire industry.

"Business from southern waters and export markets has shown a very substantial increase right now," states "Ted" Meyer, "and one of the surest signs is the large orders — not pledges — actually coming through from builders of standard boats. These first-of-the-season orders are away ahead of last year, indicating that the important standardized builders have already started upon large building programs."

Aerial
MARINE FLARES



▶ This outfit discharges a parachute flare of great brilliance to a height of 250 feet, having an area of visibility more than five times greater than any hand torch type of distress signal.

▶ An investment for emergency signaling and illumination which pays real dividends in greater safety for your boat and those aboard.

Every boat cruising in open water should carry an

INTERNATIONAL SIGNAL OUTFIT

Descriptive folder on request

INTERNATIONAL FLARE SIGNAL CO.
Tippecanoe City, Ohio

THE BEST TIME
WILL BE HAD
BY ALL
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CHALFONTE HADDON HALL

The young, the old, the quiet, the active—*every one* enjoys it here. Dances, entertainments. The market's finest foodstuffs. Seaside lounges, cheerful rooms. Health baths. Moderate rates.

Leeds and Lippincott Company
ATLANTIC CITY

Boats, Inc., to Represent Cape Cod in Chicago

HARVEY L. WILLIAMS, President of Cape Cod Ship Building Corporation, has recently announced the appointment of Boats, Inc., at 332 S. Michigan Avenue, Chicago, to represent Cape Cod in that vicinity. The boats shown by this rapidly expanding organization at the recent Chicago Boat Show will henceforth be on display in the showroom of Boats, Inc. Among them are the new Senior Knockabout, the Junior Catboat and the Baby Knockabout, several fleets of which have been racing at Chicago and Milwaukee for a number of years.

Cape Cod's scheme for distribution of small sail boats through retail stores is progressing rapidly, an order for 150 boats having recently been signed by a large Eastern department store.

In order to care for the substantial volume of orders already on their books, Cape Cod has been forced to prepare additional working space in their Wareham, Mass., plant. Several orders have been taken for the 28-foot auxiliary, "Navigator," and work on these little cruising sloops and yawls is already well along.

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Pettit Paint Co. Issues Log Book

AN ATTRACTIVE and very complete Log Book and Guest Register has been developed by the Pettit Paint Company, of Jersey City, N. J., for distribution to yachtsmen. In addition to the ordinary log book pages there are several pages of information on cloud formation, weather signs and nautical hints and, for the benefit of the inexperienced log writer, a page of typical entries is included.

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Conklin Issues Stock List

THE T. E. Conklin Brass and Copper Co., of New York, has recently issued a new data book which should be helpful to all designers and builders. In addition to complete information and specifications on all sizes of sheets, rods, tubes, wires, etc., regularly carried in stock, this book lists the chemical and physical properties of all the coppers, brasses and alloys handled by the Conklin Company.

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Federal-Mogul Appoints Giese

MR. A. F. Giese, Jr., has recently become associated with the Marine Division of the Federal-Mogul Corporation, Detroit, in the capacity of assistant to T. F. W. Meyer, manager.

Although this is Mr. Giese's first business connection in the field, boating has been his hobby for many years and he has had a great deal of valuable practical experience.

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Pettit Leaves Woolsey

FRANK D. PETTIT has recently left the C. A. Woolsey Paint & Color Co. with which he has been connected for many years in various capacities to join the Pettit Paint Company. In his most recent post of advertising and sales promotion manager, Pettit was responsible for the well-known Woolsey booklet, "Suggestions on How to Paint Your Boat" and the slogan, "The Port of Painting Authority."

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a.c.f. Sales

L. B. CHAPMAN, Manager, Motor Yacht Department of American Car and Foundry Company, announces the following a.c.f. cruiser sales:

Clarence A. Frankenberg, Harrisburg, Pa., has purchased for delivery about May 1st, an a.c.f. 26-foot "Roamer." The craft, named *Jo Ann II*, will be used at Ocean City, New Jersey.

Julius Block, of New York City, has purchased for delivery in the spring, a 32-foot de luxe "Wanderer." She has been named *Gertrude B.*

William M. Armistead, of Philadelphia and Sarasota, Florida, has taken delivery of an a.c.f. 32-foot "Wanderer." Mr. Armistead has named his boat *Kingfisher* and is at present using her in Florida waters.

Robert F. T. Wilke, of Albany, New York, has purchased for delivery about June 1st, a 42-foot double cabin "Voyager." This boat will be named *Eliro II.*

Bluenose, Jr.

DEVELOPMENT OF THE FAMOUS "BANKER"

Designed by W. J. Roué, designer of the Bluenose, from the office of Ford, Payne, and Roué

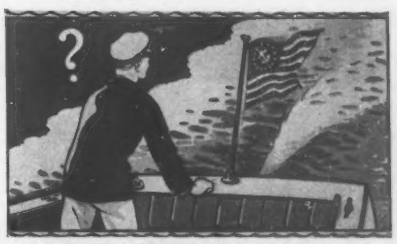
For sale and built by Peirce & Kilburn, Corp. under the supervision of Major William Smyth for May delivery

Dimensions:

36′ 5″ O. A. 8′ 11″ Beam
27′ 6″ W. L. 5′ 8″ Draft

Carries approximately 750 square feet of sail

PEIRCE & KILBURN, CORP.
P. O. Box 107
Fairhaven, Massachusetts



2300 R.P.M.

What's Your SPEED?

THIS 4-IN-1 WATCH TELLS YOU

Here is a *quadruple-duty* timing instrument which enables you to determine your boat's speed from the motor's r.p.m., without computation, from 20 m.p.h. and up over known distances.

The PIERCE CHRONOGRAPH is likewise a STOP WATCH FOR THE WRIST, invaluable for timing races. It is also a Telemeter, giving distance away of sight and sound, and such a reliable Timekeeper that many men depend upon it entirely for every-day use.

Non-magnetic. 7 jewels, chromium case, steel back, sweat-proof strap. ONE YEAR GUARANTEE AGAINST MECHANICAL DEFECT. At Jewelers, Sporting Goods, Marine Supply Shops. (You may want to use the coupon below if you can't locate a watch). **$19.75**

17 jewel, gold-filled case, $34.75.

PIERCE CHRONOGRAPH *the* 4-in-1 WATCH

PIERCE WATCH COMPANY
22 West 48th St., New York. Y-1
Gentlemen: Please send me literature ..... Enclosed find payment (Cash, Check, Money Order) for wrist .... pocket model ..... (Please check)

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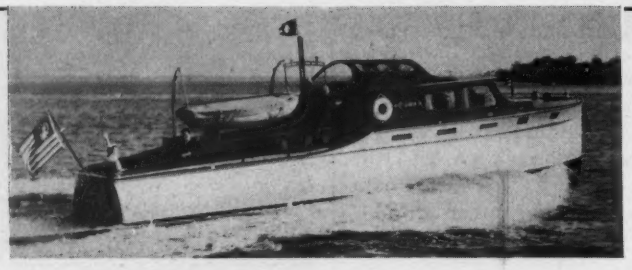

The discriminating designer, Frank P. Huckins, has selected the modern

KELVIN WHITE SPHERICAL COMPASS

for the newest and most outstanding

OFFSHORE 50—FAIRFORM FLYER

Write for our descriptive folder

KELVIN & WILFRID O. WHITE CO.

90 State Street, Boston 38 Water Street, New York

CONCORDIA SMOKE HEAD For YACHTS

An efficient smoke head — draws on any tack whether the wind is light or strong. The Concordia Head is absolutely water-tight due to its unique design — has been proven aboard deep-water boats.

When disconnected from the stove, head operates as exhaust vent for cabin. May be had in brass, copper or galvanized iron, supplied to fit standard deck irons of various sizes. Compares favorably in price with other types of heads, and makes a neater installation. Prices on request.

CONCORDIA COMPANY, INC.

50 State St. Boston, Mass.

SEA-LITE *Life Jacket*
Complete with light, $7.50 each

SEA-LITE MFG. CORP.

LIFE JACKET WITH *ELECTRIC LIGHT*

• *Startling Improvement In Life-Saving Equipment*

An *automatic electric light* which lights immediately when the Life Jacket comes in contact with either fresh or salt water . . . recognized by yachtsmen and the public alike as the finest form of *Life Protection* on yachts and steamships.

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Their ads in this issue tell the story and

BRUNS-KIMBALL SHOWS

these popular Boats and Engines

COME AND SEE 1937 MODELS HERE THIS MONTH

Interesting fleet of Boats and Engines now on display

Also Used Boats and Engines

Terms and Trades

BRUNS-KIMBALL & CO.

FIFTH AVENUE AT 15TH STREET NEW YORK, N. Y.

Gielow Active

HENRY J. GIELOW, INC., report now building from their designs two 100-foot steel welded Diesel tug boats for Card Towing Company, of New York; two 128-foot steel welded Diesel trawlers for the Boston Fishing Company; six 55-foot U. S. Coast Guard cutters, Diesel powered, and two 300-foot steel welded Diesel barges for the Ford Motor Company.

Recent sales include the following:

55-Foot w.l. auxiliary ketch *Dragoon* for Stanley H. Barrows, San Francisco, to Ronald Colman and W. B. Hawks, Los Angeles.

45-Foot Dawn Cruiser *Bob White*, for R. C. White, Philadelphia, to E. C. Adams, Darien, Conn.

30-Foot auxiliary ketch *Margert* for H. R. Zinn, Orange, N. J., to Gustave Wimazal, White Plains, N. Y.

75-Foot auxiliary schooner *Lismore II* for Terra Marine Holding Corp., Clayton, N. Y., to Arthur W. Peterson, Yonkers, N. Y.

115-Foot motor houseboat *Conmar*, for Harry Content, New York, to Mrs. Sophia Jones, New York.

171-Foot Diesel yacht *Caroline* for Eldridge R. Johnson, Camden, N. J., to Joseph M. Schenck, Los Angeles.

62-Foot motor yacht *Audlee*, for Ralph W. Burger, N. Y., to E. P. Hammond, Detroit, now on way to Miami.

This firm has recently delivered the new 80-foot auxiliary Diesel schooner *Ko-Asa* to George Marshall Allen, of New York. The yacht is now in Florida waters.

Charters include the following:

59-Foot auxiliary schooner *Water Gypsy* for F. Trubee Davison, New York, to a Detroit yachtsman who is now on West Indies cruise.

279-Foot Diesel yacht *Caroline*, for Eldridge R. Johnson, Camden, N. J., to Canadian yachtsman.

75-Foot cruising houseboat *Edna B*, to a New York yachtsman for use in Florida waters.

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Universal Announces Catalog in Spanish

THE Universal Motor Company, Oshkosh, Wisconsin, announces that their new 28-page combined catalog and price list, recently issued, covering the entire line of Universal motors, is now available in Spanish.

The steadily increasing sale of Universal motors in Spanish speaking countries and repeated requests for such a catalog from dealers in those countries resulted in this translation.

Copies of this new catalog may be secured by writing to the Universal Motor Company, Oshkosh, Wisconsin.

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George Smith

ON FEBRUARY 26th, George Smith, founder of the Skaneateles Boat and Canoe Co., died at Cooperstown, New York. His death followed a brief illness.

In 1890, George Smith, who was born in Scotland in 1865, went to Skaneateles to work for the Bowdish Manufacturing Company, well known as the builders of early steam launches, St. Lawrence skiffs and canoes. When this organization closed its business in 1893, George Smith formed the Skaneateles Boat and Canoe Co.

Smith's boats were known far and wide for their unusual soundness and for excellence of workmanship. Many of his early boats are still in use after forty years of service. Until 1935, when he ceased his active work with the company, he always made himself responsible for construction and quality of the product.

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T. O. M. Sopwith Buys Gar Wood Yacht Tender

WHEN T. O. M. Sopwith, famous English aeronautical manufacturer and internationally known yachtsman, returns to American waters in June, he will take delivery of a 28-foot custom runabout, built by Gar Wood, to be used as tender on his new yacht.

Prior to the America's Cup Races, which begin July 31st, Mr. Sopwith will use the new boat not only as a tender for his yacht but also to survey the race course and observe the action of *Endeavour I* and *Endeavour II*.

Twin Chrysler Royal "Eights" of 240 hp. have been installed.

Many New Yachts Building

WHAT almost amounts to a boom, in comparison with recent years at least, is evidenced by the large number of yachts now under construction on the Atlantic Coast from Baltimore to Bath.

The largest and most important is the new Cup Defender *Ranger*, building at the Bath Iron Works for Harold S. Vanderbilt from designs by W. Starling Burgess and Sparkman & Stephens.

Among the other boats building from designs by Sparkman & Stephens, naval architects and yacht brokers of New York and Boston, are the following:

72-Foot over all schooner, building in China, for A. Thornton Baker, of Princeton, N. J. She will be named *So Fong*.

66-Foot twin screw express cruiser for Everett E. Dickinson, Jr. of Essex, Conn., to be named *Phoenix*, and being built by Consolidated.

60-Foot ocean racing cutter for George A. Whiting of Baltimore, which will be named *White Cloud*, now building at yard of M. M. Davis, Solomons Island, Md.

54-Foot auxiliary cruising yawl for Judge Lawrence B. Dunham, of Riverdale, N. Y., to be named *Vryling II*, now under construction by Pendleton, of Wiscasset, Maine.

56-Foot yawl for Walter F. Rothschild, of Mamaroneck, N. Y. She will be named *Avanti* and is rapidly approaching completion at Herreshoff's.

63-Foot over all cruising yawl for Richard J. Reynolds of Winston-Salem, N. C., which will be named *Elizabeth McCaw*, and being built by Nevins.

46-Foot auxiliary cutter for Harold T. White of Cambridge, Mass., building at Lemos Bros., Riverside, R. I.

33-Foot cruising cutter for Harold W. Buck, of Greenwich, Conn. She will be named *Nugget*. Kretzer is building her.

72-Foot over all auxiliary cruising yawl for Thomas Dabney, of Boston, being built by the Quincy Adams Yacht Yard.

46-Foot cruising cutter for John J. White of Atlantic City, N. J., which will be named *Souvenir*, and is being turned out by Van Sant, of Atlantic City.

Six-Metre sloop for Briggs S. Cunningham of Southport, Conn., to be named *Lulu*, and building at Nevins'.

A 30-foot twin screw express launch for P. MacKay Sturges of Shelter Island, N. Y., building at the yard of Julius Petersen, Nyack, N. Y.

A 45-foot auxiliary cutter for Wells A. Lippincott, of Chicago, being built by the Sturgeon Bay Boat Works.

A 72-foot cruising yawl for Carl M. Schmidlapp, of Cincinnati, well under way at the Quincy Adams Yacht Yard.

Two 56-foot twin screw power cruisers, one of which is for Orlando S. Greene, of New York. This yacht will be named *Porpoise*. Both are being built by Post, of Mystic, Conn.

A 62-foot cruising yawl for James R. Lowe, of Grand Rapids, Mich., a member of the New York Yacht Club. She will be named *Manitou* and is building at Davis', Solomons Island, Md.

A Six-Metre Sloop for F. T. Bedford, of Southport, Conn., to be built by Nevins.

A 38-foot cutter for Thomas Crocker, of Boston, and building at the Palmer-Scott Yard, Fairhaven.

Thirty 25-foot one-design knockabouts for members of the Seawanhaka Corinthian Yacht Club, Oyster Bay, L. I., and building at Penn Yan.

Eleven 25-foot shoal draft sloops for members of the Rumson Country Club, Rumson, N. J., to be known as the Rumson Arrows and being built by Skaneateles.

\+ + +

Contract Placed for 300-Ton Diesel Yacht

COX & STEVENS, INC., announces that a contract for construction of a twin screw steel Diesel yacht of just under 300 tons has been placed with the Defoe Boat & Motor Works, of Bay City, Mich., to be built for a member of the New York Yacht Club. The new yacht will be 136′ 0″ length on the water line, 23′ 0″ beam and 10′ 6″ draft. She will be driven by a pair of 500 hp. Winton-Diesel engines. Her sea speed will be 16 m.p.h.

The hull will be electrically welded throughout and framed on the longitudinal system. Deckhouse and all deck erections will be of steel. The yacht will be classed 100-A-1 by the American Bureau of shipping. The engines, being light weight, will be placed aft. All the interior structure that is not of steel will be of fireproof material and the vessel will be soundproofed and heat insulated. Owner's and guests' quarters will be air conditioned.

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